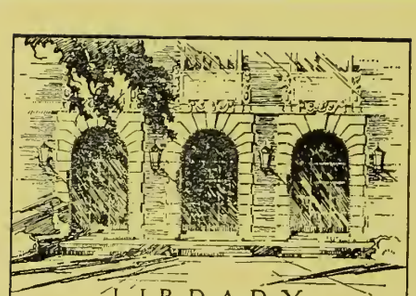
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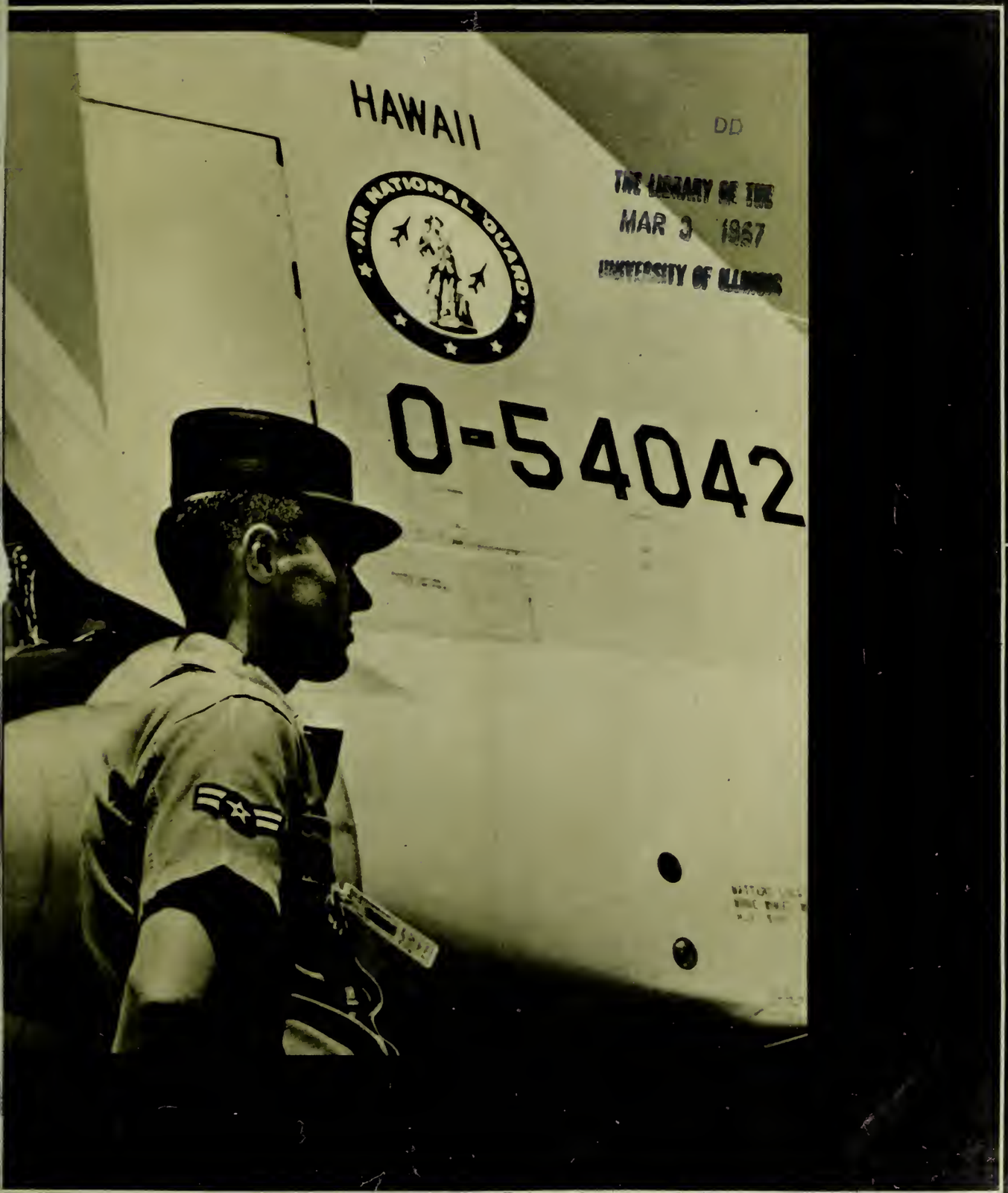
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OFFICIAL MAGAZINE OF THE AIR NA[illegible]AND AIR FORCE RESERVE

the air reservist

FEBRUARY 1967



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Washington report . . .

New terminology has replaced Parts I and III designations. The term "Selected Reserve Augmentation" takes the place of Part I. Reservists in this category are now known as "Mobilization Augmentees." "Reinforcement Reserve Augmentation" replaces the term Part III and members are called "Reinforcement Designees."

The Rand Corporation of Santa Monica, Calif., has been awarded an Air Force contract to study the roles and missions of the Air Reserve Forces "in order to enhance the value of the Reserves to the Air Force." Air Force experts, including Air Guardsmen and Air Force Reservists (8033 and 265 officers) are assisting in the project. No time schedule for completion of the study has been established.

The Air Force Association holds its national convention in San Francisco, Calif., March 15-17. Major events will include business meetings, symposiums and presentations of awards. Recognition will be given a number of Reserve Forces individuals and units, including "Outstanding Airmen" of the ANG and AFRes. The convention will end with an honors night and reunion dinner-dance. Among the many military and civilian dignitaries scheduled to attend are Air Force Secretary Harold Brown and Air Force Chief of Staff General John P. McConnell.

By July 1, virtually all Air National Guardsmen and drill-attending Air Force Reservists will receive their pay checks from the Air Force Accounting and Finance Center in Denver, Colo., rather than their unit. Checks will be mailed to addresses supplied by members and can include homes, banks, and in some cases units. ANG basic trainees, officers on extended active duty and mobilized Air Reserve Forces personnel are excluded.

Members of the Air Reserve Forces who desire careers as Air Force physicians may be eligible for advanced training assistance under an Air Force program. Selected persons receive lieutenant's pay and allowances while attending school. The Air Force pays tuition and fees at the medical school of their choice. Participants incur an active duty service commitment of three months for each month they attend school. Active duty commences when the student completes medical internship training.

Facilities of ANG's 149th Fighter Group at Kelly AFB, Tex., have been selected as one of 16 bases that will house a Non-Destructive Inspection Lab. NDI is an Air Force-developed technique for inspecting equipment without having to completely disassemble the unit. It utilizes special dyes, magna-flux, optics, ultra-sonics, eddy-currents and X-rays. It will reduce substantially the present manhours needed to inspect combat aircraft and return them to flying status.

Answering a Strategic Air Command call for assistance, five Air Force Reserve C-119 aircrews recently airlifted B-58, J-57 and J-79 engines from Bunker Hill AFB, Ind., to Little Rock AFB, Ark., when testing facilities at the former base broke down. Participating in the 10 missions were troop carrier group aircrews of the 912th, Willow Grove ARF, Pa.; 914th, Niagara Falls MAP, N.Y.; 928th, Chicago-O'Hare IAP, Ill.; and 930th and 931st of Bakalar AFB, Ind.

Two of the Air National Guard's 24 military airlift groups are now flying the huge C-124 "Globemaster," and three more are scheduled to get them by April. In December, two C-124s were added to the C-97s of the 116th Group at Dobbins AFB, Ga., and one went to the 145th at Charlotte, N.C., which has C-121s. The other groups scheduled to convert are the 172nd, a C-121 unit at Jackson, Miss.; the 118th, Nashville, Tenn., and the 164th at Memphis, Tenn., both equipped with C-97s.

QUESTIONS & ANSWERS

[Editor's note: Reprinted below is the correct answer to a question which appeared in our November '66 column.] *What are the eligibility requirements for retired pay at age 60?* ◇ ◇ ◇ A Reservist is eligible if: he has at least 20 years of satisfactory service (minimum accrual of 50 points per year); his last eight years of qualifying service were as a reservist and not as a member of a regular component; and, if he is not entitled, under any other provision of the law, to military retirement pay. A person who was a reserve of an armed force or a member of the Army without component before August 16, 1945, is not eligible for retired pay unless he performed active duty after April 5, 1917, and before November 12, 1918, or after September 8, 1940, and before January 1, 1947, or unless he had active duty (other than for training) after June 26, 1950, and before July 28, 1953.

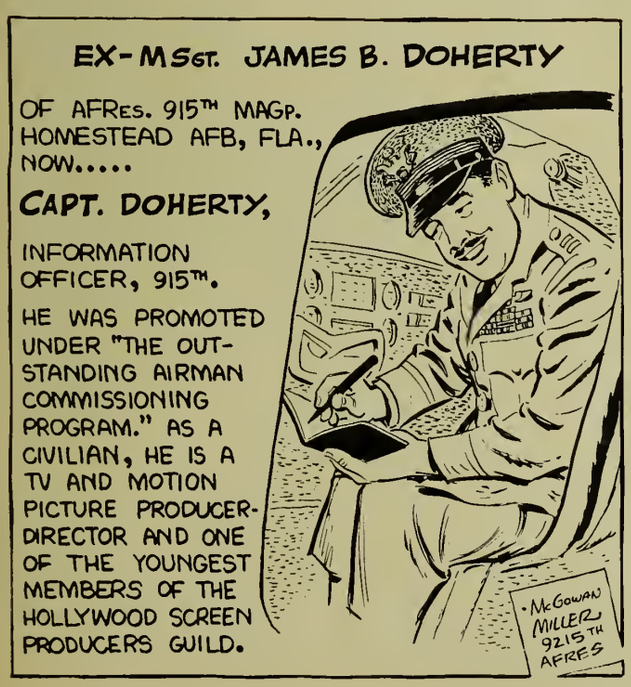
When is a Reserve officer, not on extended active duty, required to pay the $2.00 per night Visiting Officers Quarters (VOQ) fee? ◇ ◇ ◇ When government quarters are occupied while on temporary duty (TDY) at an installation. This cost is reimbursed by the Government if entered in item V of your voucher, DD Form 1351-2. For the purpose of quarters assignment, Air National Guard or Air Force Reserve officers on active duty for training are considered permanently assigned to the base at which they are training. They are not charged the $2.00 fee, but do pay a nominal service charge to defray the cost of housekeeping services. Clarify your status (PCS or TDY) with the billeting clerk when you check in. It can save you money and embarrassment.

Survivor's benefits?

Reservists who die while participating in Reserve activities: Burial expenses are authorized if he was on active duty or active duty for training, traveling to or from such duty, on inactive duty training under orders or hospitalized or under medical treatment at Government expense for injury or disease occurring on duty listed above. A death gratuity is payable to eligible beneficiaries if the Reservist died while on active duty, active or inactive duty for training while traveling to or from such duty, or within 120 days after discharge or release from such duty if the death resulted from disease or injury incurred or aggravated while on that duty, or while entitled to active duty pay and allowances under 37 USC 204(g) or (h), if death results from the disability which entitled them to active duty pay. In addition, survivors will receive all arrears of pay for active or inactive duty training plus any travel allowance due.

Reservists who die while in a retired status and are collecting retirement pay: Through the Retired Serviceman's Family Protection Plan he may earmark a percentage of his retired pay as payment for a survivorship annuity for wife, or eligible children, or both, depending upon the option he elects. This plan is explained in detail to all eligible Reservists who must apply at least 3 years before the first day they are entitled to receive retired pay. If you desire further information, contact the Air Reserve Personnel Center, 3800 York St., Denver, Colorado, 80205, Attn: RPCA-31. In addition, medical and dental care is authorized at military installations subject to the availability of space and facilities and the capabilities of the staff. Also, commissary and base exchange privileges are authorized upon application at the nearest military installation.

People...



Awards: The Fort Worth division of General Dynamics . . . a *Citation for Support of the Air Reserve Forces.* Lieutenant General Keith Compton, deputy chief of staff, Plans and Operations, made the presentation to Mr. Frank Davis, president of the division, in December. The company was nominated by the 512th Military Airlift Wing, Carswell AFB, Texas, for its policy of encouraging employee participation in the Air Reserve Forces' programs. ◇ ◇ ◇ A similar citation to the Norton Company, Worcester, Massachusetts. Major General J. S. Holtoner, vice commander, Continental Air Command, presented award in January to Mr. John Jeppson, executive vice president of the company. ◇ ◇ ◇ Honorable William McDaniel, mayor of Wrightstown, New Jersey, . . . the Continental Air Command *Certificate of Appreciation.* Mayor McDaniel, general manager of a dairy company, was cited for publicizing the 514th Troop Carrier Wing, McGuire AFB, and the Air Force Reserve with a recruiting ad on the side panel of milk cartons distributed by the firm. ◇ ◇ ◇ Ellington AFB, Texas, . . . the Continental Air Command *Certificate of Achievement.* Ellington exceeded its Cost Reduction Program goal of $447,574 by $137,426. ◇ ◇ ◇ Harpur College, Endicott, New York, . . . the First Air Force Reserve Region *Certificate of Appreciation.* The award was made to Mr. G. Bruce Dearing, the school's president, by Lieutenant Colonel Curtis Nickerson, commander, 9273rd Air Reserve Squadron, Binghamton. Harpur College was cited for making facilities for training available to the squadron.

In effect, the Air National Guard is . . .

"Our Strategic Reserve Force of Today"

A large and significant portion of the active Air Force could not be committed to the Vietnam struggle if Air Guardsmen were not in the operationally ready status they now enjoy.



by Brig. Gen. I. G. Brown

Assistant Chief NGB, for Air

EXIGENCIES of our nation's commitment to the Republic of South Vietnam during the past year have grossly revolutionized the role of the Air National Guard in a non-mobilized status.

Increased determination on our part to halt aggression in that Southeast Asian country has required additional manpower and equipment concessions from regular units which compose our "strategic reserve." As these units are committed to combat or are used as a base for training, Reserve units move up to become, in fact, the strategic reserve. It is in this position that the Air National Guard finds itself today.

Commenting on the Air Guard's new high-priority role, Air Force Secretary Harold Brown said recently, "No longer do we regard the Guard as simply a stand-by force. For some time we have been conceiving of it as an actual 'in-being' supplement to the Regular Forces, even while it holds its reserve status."

Today, almost every unit within the Air Guard is in some way fulfilling a job previously performed by active Air Force units. We fly cargo on a worldwide basis. We airlift patients in the Air Force's aeromedical evacuation system. We maintain 24-hour-a-day air defense and radar alert with the North American Air Defense Command (NORAD).

We repair and install communications and electronics equipment at active Air Force installations. We afford tactical air support for armed services exercises. All this and more we do in non-active duty status.

A recapitulation of some of last year's activities depicts more realistically the "active" effort being put forth by the Air Guard in supporting the defense establishment.

Beginning the first month of the year, the Military Airlift Command asked the Air Guard to begin flying 75 cargo flights a month in support of Southeast Asia. The offer was accepted and the Guard planes have kept up the pace ever since. These 75 flights, by the way, were in addition to 100 cargo flights a month by ANG aircraft to overseas destinations.

Additional assistance is being given to MAC in its aeromedical evacuation system. The Air Guard began flying some continental United States routes in the system in August 1965. Now Guard aircraft with their own medical technicians and flight nurses aboard fly the regularly scheduled runs on the offshore Atlantic route from Newfoundland to Panama, and the California-Alaska route. Since entering the aeromedical evacuation system Air Guard aircraft have airlifted 9,374 patients, 7,211 passengers and traveled more than one million miles in the system.

In the same month, the Air National Guard *Beef Broth* force reached a readiness state of C-2 or better. This force, consisting of nine tactical fighter squadrons, four tactical reconnaissance squadrons and one tactical control group, was ordered in late 1965 by Secretary of Defense Robert S. McNamara to be brought to full manning and readiness levels as quickly as possible.

The order was accomplished in the short span of five months. The *Beef Broth* force is now able to react immediately to world-wide deployment by the Tactical Air Command (TAC).

In early July, a strike affecting five major airlines became a concern of the Department of Defense. Servicemen either going to or returning from Southeast Asia were unable to make travel connections. By Presidential order, DOD was instructed to set up operation *Combat Leave* furnishing military air transportation to these men. All major commands of the Air Force were involved in the operation, but the Air National Guard and Air Force Reserve provided the backbone of the airlift. The Air Guard alone flew 25,923 servicemen passengers in the two-month operation. Meanwhile MAC and other major commands were able to continue with their normal missions with slight side affects from *Combat Leave.*

In the area of air defense, Air National Guard units serve as an integral part of the Air Defense Command. Last year alone, ANG fighter-interceptors answered 14,545 scramble requests and had 36,796 successful intercepts. General John P. McConnell, Air Force chief of staff, recently reported that the Air Guard was flying 52 per cent of all air defense intercept missions. In addition, five ANG Aircraft Control and Warning squadrons provide full-time air defense support to Commanders in Chief, Atlantic in Puerto Rico, Pacific Air Forces in Hawaii and North American Air Defense Command in Utah and Colorado.

Tactical air units of the Air Guard in many cases replaced active Air Force units scheduled for joint-service exercises. Furnishing close-air support and photo-reconnaissance, Guardsmen traveled to Hawaii and Alaska as well as many different areas of CONUS to accomplish these jobs formerly performed by Tactical Air Command. Among the major exercises in which TAC-oriented ANG units participated were: *Diamond Lil XIX, Clove Hitch I, Gold Rush I* and *Eagle Prey II.*

The Air Guard accepted additional airlift responsibilities in early fall. They took over the twice-weekly MAC junction run across the Atlantic to Spain and France, and the weekly Travis AFB, California, flight to Richmond RAAF Station, Australia.

In October, the Air Force Logistics Command requested the aid of Air Guard Ground Electronics and Engineering Installation Agency units. They needed 400 men from 17 GEEIA units in 13 States to volunteer for 30 to 89-day tours in France to remove communications and electronics equipment from sites there. The men volunteered and the job was completed in January with only 200 Guardsmen. [See story on page 8]

I personally feel that the Air Guard's active response to the needs of the Department of Defense has been remarkable. The manner in which our Air Guardsmen have accepted these challenges and completed them so competently is evidence of their dedication and professionalism.

To again quote Secretary Brown, "The most obvious strength of the National Guard lies in the fact that it is a resource of people and equipment and, above all capability."

We feel the Air Guard is an important instrument of national policy and most certainly an asset in highly-skilled, dedicated citizen-airmen.



▲ *Two ANG F–86s of the 174th Ftr. Gp., Syracuse, N.Y., attack Army Guard infantry unit during field training exercise at Camp Drum.*



▲ *A GEEIA Air Guardsman disassembles communications tower. Volunteers from 13 states took part in "Fast Race."*



En route to Vietnam, a C–97 of the Air Guard's ► 118th MAWg., Nashville, Tenn., parks between Military Airlift Command C–141 and commercial plane at Wake Island.



Cargo chute static lines are rigged prior to a "Slingshot" test by MSgt. Owen Stickles (l) and SSgt. Fred Stocker of 434th TCWg.

Loadmaster's World...

The comfort and welfare of passengers and the safe and efficient storage of cargo are his primary responsibilities.

MATHEMATICIAN, stevedore, flight steward, shipping clerk and teacher. Blend these skills and you have a loadmaster—a very important member of the Air Force team.

His contributions to the success of an airlift mission are on a par with those of the pilot or navigator. His domain is the cargo compartment of the Air Force Reserve's C-119s and C-124s, and the Air National Guard's C-97s, C-121s, C-123s and HU-16s.

The Military Airlift Command is responsible for the supervision of training and inspection of all airlift units of the Air Reserve Forces. During 1966, Air Guardsmen transported a total of 109,916 passengers and 35,866 tons of cargo. Of this, 26,386 passengers and 32,103 tons were carried in support of MAC's global mission. During the same period, Air Force Reservists carried more than 25,707 tons and 108,870 passengers. In addition, the Reserve C-119s were used to drop 147,028 paratroopers and about 401 tons of cargo.

A loadmaster practically lives and sleeps with "his" cargo from the moment he first sees it until it is off-loaded at its destination. His work begins about five hours before the plane is scheduled to leave.

"Making up a loading plan is an important step." says Master Sergeant Lee Sherman of the 459th Military Airlift Wing at Andrews AFB, Maryland. (The 459th recently converted from C-119s to C-124s. Sergeant Sherman served as loadmaster during the unit's first airlift mission to Vietnam.) "It takes a lot of figuring to get the proper weight distribution. You have to consider the type, size and weight of the containers, the number of passengers and their luggage, and the cabin and fuel loads. In addition, you have to take into account the estimated flying time, wind and weather conditions, the number of stops along the route and whether or not containers are to be off-loaded at those points. At the same time, the loadmaster prepares a jettison plan in case of an in-flight emergency."

When these plans are completed, the loadmaster moves to the aircraft to supervise and assist in placing and securely lashing down each piece of cargo in the proper compartment. During this phase, he may operate forklifts, trucks, electric hoists and winches, or some of the more sophisticated equipment such as the *K-loaders* which are part of the Military Airlift Command's modern 463-L cargo handling system.

Another function prior to takeoff is the pick-up and storage of flight service supplies such as blankets, pillows, food and water. When all this is done, the loadmaster makes a final check to account for all passengers and cargo.

Once airborne, the loadmaster takes on additional duties of flight steward, providing for the comfort of the crew and passengers. He also makes continual checks of the cargo.

If stops in foreign countries are made, the loadmaster arranges for both the foreign and domestic border agency clearances. Some nations require that the entire aircraft and cargo be sprayed with an insecticide to prevent the spread of disease.

When a loadmaster isn't participating in an airlift mission, one of his most important functions is training younger airmen in the complexities of his specialty. An outstanding example of upgrade training was accomplished by Reservists of the 939th Troop Carrier Group, Portland IAP, Oregon. More than 60 airmen took Skill Knowledge Tests. Everyone passed.

Unit officials give much of the credit for the 100 per cent passing rate to Master Sergeant Raymond Murphy, chief of the Loadmaster Section. Not only did Sergeant Murphy establish and conduct an excellent program of instruction, he also built special training aids which he set up in the basement of his home to help students prepare for their tests.

For his achievement and conscientious attitude, Sergeant Murphy recently was awarded a *Superior Performance Citation* by Tactical Air Command's 831st Air Division, George AFB, California. TAC supervises the training and inspection of all Reserve troop carrier units. Training standards are the same as those for their active duty counterparts.

Additional "know how" is required if the loadmaster is assigned to a troop carrier unit and the mission involves dropping cargo to infantry forces on the ground. With the Air Force Reserve's new *Slingshot* method of cargo ejection, as many as 52 containers can be released simultaneously from a C-119 in less than five seconds and with a degree of accuracy that is five times better than the conventional method.

The system originally was developed and tested in 1964 by Reservists of the 433rd Troop Carrier Wing, Kelly AFB, Texas. The following year, members of the 434th Troop Carrier Wing, Bakalar AFB, Indiana, modified the system to more than double the C-119's combat capability.

To prepare cargo for a *Slingshot* delivery, loadmasters push the containers or pallets onto two sets of runways in the aircraft. A loop is placed around the forward end of the cargo and attached to a wide spreader bar which is pulled by a monorail trolley in the ceiling of the cargo compartment. Static lines from each container's parachute are fastened to an anchor cable. When activated by an electric winch, up to 20,000 pounds can be ejected in four and one half seconds.

When Lieutenant General Albert P. Clark, vice commander, Tactical Air Command, stated, "We need every one of them we can get our hands on, and we need every one we can keep in our program," he was referring to the C-119. The same words apply to the many dedicated Reservists performing vital loadmaster functions.

in the hopper . . .

Several legislative proposals of considerable importance to members of the Air Reserve Forces have been introduced or are being considered for the new, 90th Congress.

H.R. 2, *Reserve Forces Bill of Rights*. This bill was introduced by Congressman F. Edward Hebert, January 10. A similar bill (H.R. 17195) was passed by the House of Representatives last year, but did not clear the Senate before the Congress adjourned. Reconsideration and passage by the House probably will be the first order of business. The Senate Armed Services Committee chairman has promised to consider it early in the current session. It would provide:

- An Assistant Secretary of Defense for Reserve Affairs;
- An Assistant Secretary for Manpower and Reserve Affairs in each service;
- An office of the Air Force Reserve similar in organization to the National Guard Bureau;
- A Selected Reserve within the *Ready* Reserve, including unit and individual Reservists with an average strength not less than 51,000 for the Air Force Reserve and 80,000 for the Air National Guard;
- Authority for unit vacancy promotions in Reserve units;
- Equalize per diem payments between Reservists and Regulars;
- A National Guard Technicians benefits program which would establish a Federal employee status for them and authorize them to receive Civil Service health, life insurance, and retirement benefits.

Several other legislative proposals affecting the Reserve Forces will probably be introduced again and considered by the 90th Congress.

They include proposals that would:

- Authorize additional medical care and other related benefits for Reservists and Guardsmen who are injured or killed during inactive duty training or during periods of active duty or active duty for training of 30 days or less. Under certain conditions, medical benefits for dependents would be included.
- Provide an incentive plan for increased participation in the *Ready* Reserve. It would give special pay (reenlistment bonus) to members of a Reserve component who enlist or reenlist in the *Ready* Reserve for at least three years. A similar proposal (H.R. 10642), which was introduced but not considered in the last Congress, allowed for $100 to be paid at the time of enlistment, reenlistment or extension of enlistment, and an additional $100 to be paid at the completion of each satisfactory year.
- Change the methods of computing the retired pay of certain enlisted members, permitting them to count—on a point basis—all creditable inactive reserve service.

Privileges authorized Air Reserve Forces' members

Increasing numbers of Air National Guardsmen and Air Force Reservists are supporting the Air Force mission at their bases as well as at others in the U.S. and overseas. In many cases, they are entitled to use the same facilities and services available to Regular force members. Chart lists most of the privileges. Numerals refer to notes.

Facility or Service	Status	
	Short tour of active duty (1)	Inactive training duty (2)
Base Exchange	Yes	Yes (3)
Commissary	Yes (4)	No
Theater (5)	Yes	Yes
Open Mess (6)	Yes	Yes
Transient Billeting	Yes	Yes
Field Ration Mess	Yes	Yes
Clothing Sales	Yes	Yes
Uniform Wear	Yes	Yes
Medical Care	Yes	Yes (7)
Legal Assistance	Yes	(8)

(1) Active duty includes full time training duty and annual training duty. Active duty tours may be of specified length, performed in support of the Air Force mission, or for active duty for training (ACDUTRA). These include the tour of ACDUTRA performed by nonprior service appointees and enlistees, other short or special tours, school and 45-day invoked tours.

(2) Reserve training performed, while not on active duty, for which point credit is authorized. This includes unit training assemblies, training periods, instruction, appropriate duty, equivalent training, and military flying duty (including additional flying training periods).

(3) While on inactive duty for training, Reservists are authorized to buy certain items (usually in limited quantities) such as candy, beverages, cigarettes, toiletries, stationery supplies, military clothing, gas and oil. A detailed list is contained in Appendix II to Air Force Regulation 147–14. When not on inactive duty for training, Reservists may purchase only uniform items at the Base Exchange.

(4) Commissary privileges are available only when active duty for training is in excess of 72 hours. Families of Reservists on active duty for less than 31 days may not use the commissary.

(5) Theater patronage is authorized only if your duty requires assignment overnight to government quarters.

(6) If the Reservist is an active or associate member of any open mess and is in a transient or TDY status, he may use the facilities at any other open mess. If he is not a member of an open mess and is in transient status, he may use the facilities for essential feeding.

(7) Medical care is authorized when the Reservist is injured in line of duty while not on active duty. However, he is not authorized medical care if injury is incurred or diseases contracted while enroute to or from inactive duty training.

(8) Generally no, however some services may be authorized depending upon local capability.

"FAST RACE" ENTERED AND WON

The word came down that the U.S. military establishment in France would have to be pulled out.

by Richard E. Sanderson
chief, Information Office
Headquarters GEEIA

"*FRANCE—Guard? Pullout—Why not? Check it out!* Just doodled notes made during a staff meeting, but from them came an operation that is unique in Air National Guard history.

It all started early last year when French President Charles DeGaulle no longer saw the need for France to continue as an active member of the North Atlantic Treaty Organization.

When the decision reached Griffiss AFB, New York, the headquarters for the Ground Electronics Engineering Installation Agency (GEEIA), a staff meeting was held. It was here that Lieutenant Colonel William F. Nesbit scribbled the notes that gave the Air Guard an avenue to step in and show their real value. Colonel Nesbit is the Air National Guard adviser to Brigadier General Stephen D. McElroy, commander of the Air Force Logistics Command's GEEIA units.

Already named *Fast Race* by the Air Force, this pullout of the ground communications and electronics gear went on to involve the lives of many of the 3,000 citizen airmen "hard hats" in the 17 GEEIA Air National Guard squadrons from Maine to California. These troops provide the back-up to the active duty GEEIA "bluesuiters" who engineer, install and maintain the Air Force's ground communications and electronics plant.

Across the Atlantic, Colonel Richard N. Cordell's European GEEIA Region, Wiesbaden AB, Germany, already workloaded to the peak, was given the job for the removal of all the ground communications and electronics gear from USAF bases in France. These bases were Etain, Evreux, Chambley, Laon, Phalsbourg, Chateauroux, Dreux, Chaumont, Toul-Rosieres and the air traffic control center at Moselle.

It was a bigger job than his troops could handle without letting other high priority jobs slip. It involved many thousands of manhours. Air Guard volunteers for periods of 31 to 89 days were sought to go over and tear down the facilities. Of 433 responding, many said they would give up Christmas and New Years' holidays with their families and go over to the mud, sleet and isolation of midwinter France and get the job done. From this a NATO-like Guard organization of 200 was formed to do the job.

Lieutenant Colonel Paul D. Kerr, commander of ANG's 205th GEEIA Squadron in Oklahoma City, headed up the Guard European task force. He co-located his office within the European GEEIA headquarters. Major William D. Roberts from the Air Guard's 211th GEEIA Squadron, New Cumberland, Pennsylvania, became his operations officer and Chief Master Sergeant Dennis F. Thompson of the 202nd GEEIA Squadron, Macon, Georgia, became one of several rotating NCOICs at the headquarters.

The first 75 volunteers representing each of the 17 units were airlifted by the 185th Military Airlift Squadron, Oklahoma ANG. They arrived at Etain and Phalsbourg ABs on November 17. Other Guardsmen were sent over on scheduled MAC flights from McGuire AFB, New Jersey, and returned from Orly, France, or Rhein-Main AB, Germany.

Men like Major James A. Bianco, from the Roslyn, New York, GEEIA squadron with 15 airmen tackled the job at Chambley AB.

Captain Charles P. Ford of the Nederland, Texas, squadron and 30 airmen covered Etain and Captain Manley T. Dow Sr., from South Portland, Maine, and a crew of 32 airmen worked Phalsbourg. Others like Senior Master Sergeant James L. Shearer from the Hayward, California, outfit became members of traveling teams with advisers from the 2874th GEEIA Squadron, Ramstein, Germany. These traveling teams looked over each site throughout France to book the workload and time-phase each job.

Fast Race became a completely unified effort with men from all 17 Guard units working together under the timeless military dictums of rank and skill, much as NATO had operated, to get the job done—a real Guard first that worked.

Microwave towers came down and were packed for use elsewhere; so did navigational aids such as ground control approach vans, tactical air navigations systems, and complete control towers. Telephone exchanges, radar facilities, primary alert systems and communications nets were packed and readied for set up elsewhere.

The spirit of these Guardmen as well as their professional ability, made *Fast Race* possible and successful.

Technical Sergeant John Touchstone, an active duty adviser from the Germany squadron and long time pro in the business, perhaps put it best. "I'd take these guys, anytime, under any situation; and I'd get any—and I mean any—job done. I guess I'm a hard type to impress, particularly when you bring in troops to do the kind of work I live with every day. But I am impressed. Each of these Guardsmen

SMSgt. James Morris of Seattle, Wash., briefs Air Guard team at Etain AB on the removal of GEEIA equipment.



knows his business from top to bottom, and more to the point, they wanted to get it done."

Airman Second Class Grant Gardner from ANG's 241st GEEIA Squadron, Chattanooga, Tennessee, added: "From my side of the house, it's been a great experience, not necessarily from a super-patriotic point of view or anything else—but simply as a chance to do something. It's been the high point of my Guard career. I feel like I've contributed, and also learned more what it means to be a GEEIA Guardsman. From all the bull sessions in the barracks at night, I'd say everybody else looks at it the same way. *Fast Race* gave us a chance to be a real part of things and show what we can do."

What they can do—or did—shows up in the tangible results of their jobs. And although it wasn't a single-handed effort that brought them success, each man collectively played an important part. As Major Roberts pointed out, "I realize that the people in the National Guard Bureau, the state AGs and the helping hands of AFLC and European GEEIA all played a part. But in my estimation the men who really made it work have been these hard-hatted guys, drawn from all professions and all walks of life.

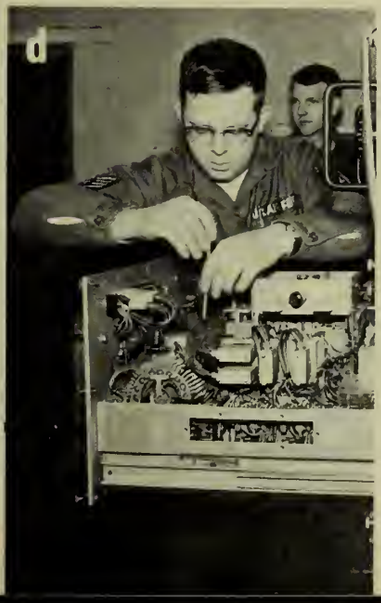
"They went out and did the job. They entered *Fast Race* and won!"





a/ *ANG's first group of GEEIAmen arrived at Etain and Phalsbourg ABs aboard an Oklahoma Air Guard C–97 on Nov. 17. Guardsmen with later reporting dates were transported on scheduled Military Airlift Command flights. The composite force represented 17 units from throughout the United States. . . .* **b/** *A volunteer from the "Volunteer State," A2C Kenneth McCuiston of Tennessee ANG's 241st GEEIA Sq., removes navigational aids equipment at Phalsbourg AB. . . .* **c/** *An ANG team dismantles antenna tower at Chambley AB. Air Guardsmen completed "Fast Race" approximately a month ahead of schedule, utilizing far less manpower than had been anticipated. . . .* **d/** *SSgt. Dennis Smith, 211th GEEIA Sq., Pa. ANG, disassembles navigational aids gear at Phalsbourg AB. Guardsmen used extreme care in taking down the equipment so that it could be reinstalled in minimum time at other European locations.*







The Air Reserve Personnel Center...

This records bank for the Air Reserve Forces deals with personnel at the Secretary of the Air Force level down to the individual Reservist.



Colonel Leland A. Walker, Jr.
Center Commander

WHICH is the largest Air Force organization from the standpoint of personnel assigned and services performed? The answer may surprise you. It is the Air Reserve Personnel Center, located in Denver, Colorado. The agency's primary mission is to provide a reserve resource in case of mobilization. To do this, it accomplishes personnel actions for more than 400,000 Air Force Reservists.

ARPC also furnishes a number of services for the Air National Guard. For example, it provides mechanized personnel data accounting on all members of the ANG and deals directly with the 98 ANG consolidated base personnel offices. In addition, the Center provides promotion board support for all ANG officers through the grade of lieutenant colonel and performs all ANG retirement actions.

In 1965 the Center changed its name from the Air Reserve Records Center to the Air Reserve Personnel Center to reflect its extensive involvement with personnel management and the individual Reservist.

Air Force Reservists reside in more than 100 countries throughout the world. In addition to informing each Reservist of pertinent changes and actions, the Center frequently advises him on the best course to enhance his career.

The first contact many individuals have with the Center is notification after release from active duty that they have been transferred to the Air Force Reserve to complete their military obligation. They become part of the manpower pool and are ARPC's responsibility until they join a Reserve unit, are discharged or retired.

There are many examples of ARPC's service to Reservists:

Classification. Sometimes a Reservist requests a change in his Air Force specialty code (AFSC) because of related civilian experience or educational level. Each month ARPC receives about 100 letters updating this background information in individual records. Based on this information, the code may be changed.

More often, classification actions result from specialty code conversion cycles which are geared to those in the regular Air Force. In January and June of each year, conversion action is taken on AFSCs. These changes are based on information furnished by the Reservist and an analysis of previous military and civilian experience, education and skill.

Once these conversion actions have been taken, ARPC updates the computer tapes and master personnel records to insure that each Reservist holds the AFSC he is best qualified to perform. Annually, classification actions number in the tens of thousands.

Medical Records. ARPC keeps current records of every *Ready Reservist* to assure that he is medically qualified for extended active duty in the event of mobilization. Recently, personnel assigned to certain *Obligated Reserve* sections have been required to submit the results of periodic physical examinations. This involves an additional 144,000 Reservists whose medical examinations must be individually reviewed every four years. The Selective Service System also makes a mail survey of personnel in the *Standby* categories. One of the questions on this survey asks whether or not a change in the Reservist's physical status has taken place during the past year. If so, ARPC must determine if this change will affect the individual's Reserve status.

Promotions. Selection boards convene at ARPC to review the records of eligible ANG and AFRes officers. After screening the master tapes against the promotion criteria, the computer produces a list of eligibles. Selection folders are prepared, and the board then evaluates each individual on his personal merits, available record and accomplishments in competition with his contemporaries.

Retirement. Each day the Center receives correspondence, phone calls and visits from Air Force Reservists and Air Guardsmen inquiring about retirement eligibility and benefits.

In September 1966, Congress passed a law to limit revocation of retirement pay. It protects the benefits of members of the Air Reserve Forces who retire after October 14, 1966, the effective date of the law. Each retiree must be notified, within one year after leaving the service, that he has completed his retirement requirements. After the year, his eligibility cannot be denied or revoked because of an error or miscalculation, except for fraud or misrepresentation on the part of the retiree.

ARPC reviews every record (Air National Guard and Air Force Reserve) to verify retirement eligibility and to provide appropriate notice to the individual.

Activations. Other responsibilities of the Center involve appointments in the Air Force Reserve and the calling of graduates of the Air Force Reserve Officer Training Corps to active duty. These workloads are continuously increasing. This year, more than 5,500 AFROTC graduates will be brought on active duty—an increase of 500 over last year.

In addition, many officers called to active duty must first attend a technical school. The number of attendees has increased 40 to 50 per cent over the past two years. Before

these officers are brought on active duty, the Center must insure that they meet the technical schools' entry requirements. Among these requirements are background investigations, special academic tests, human reliability tests and physical examinations.

About 4,000 Reservists in professional categories—lawyers, doctors, nurses and chaplains—also are called to active duty by the Center each year.

Address Changes. "Our policies are geared to fit the needs of the individual Reservist," says Colonel Leland A. Walker Jr., ARPC commander. "But it must be emphasized that the Reservist also has a responsibility to keep ARPC advised of his current address and other changes that might affect his status as a Reservist. This enables us to maintain contact with the individual and keep his personnel data current."

ARPC processes about 125,000 address changes annually. Personnel not assigned to units should submit address changes to ARPC every time they make a temporary or permanent move. Notification should include the individual's grade and service number. Reservists assigned to units should notify their consolidated base personnel office of address changes.

How is ARPC able to stay on top of the numerous functions it performs? It is not always easy. When less than a thousand employees handle three and a half million pieces of mail annually, it is almost impossible to eliminate all errors, yet ARPC was one of eight organizations throughout the Air Force selected to receive an *Air Force Zero Defects Award* for its accomplishments.

ARPC has only 982 personnel to manage more than 400,000 Reservists. The computer system and automated methods enable them to accomplish in a matter of hours personnel actions that formerly required several days. At electronic speeds, the computer can extract information regarding individuals with needed qualifications from data which has been recorded on magnetic tape. As changes are made in an individual's status, the tape is updated.

Automatic data processing provides readily available information in the event of an emergency. The essential information contained in the 400,000 master personnel records can be "looked at" in a matter of hours by the computer.

Though the master tape contains essential information on each Reservist, complete documentation of his career is stored in his master personnel record. These records are filed in open shelves and hold an estimated 62 million documents.

The total of these functions assures the Reservist that he is getting the best service possible.

The day-to-day operations carried on at the Air Reserve Personnel Center are geared to meet the needs of the Air Force Reserve while staying ready and able to mobilize in minimum time. The operation is a vital element of the Air Force—giving the active duty Air Force a ready pool of highly qualified men and women when they are needed.







a/ *Before promotion boards meet at ARPC, selection folders are pulled and processed for each AFRes and ANG officer being considered. . . .* **b/** *Locating Reservists who fail to report changes of address costs the Center approximately $100,000 annually. Nineteen employees devote full time to the research and correction of addresses. . . .* **c/** *Center employees handle 3.5 million pieces of mail each year to maintain personnel management over the more than 400,000 Reservists. . . . Reservists reside in more than 100 countries. The Center's computer and automated data processing equipment make it possible to extract essential information on each one.*

THE Secretary of Defense sets policy for the military forces and their reserve components. His decisions are based upon the advice of members of active duty and reserve forces.

By law (Section 264a, Title 10, U. S. Code), the person having principal responsibility for reserve affairs is the Assistant Secretary of Defense (Manpower). He is the Secretary's top adviser on such matters. Assisting him in this capacity is the Reserve Forces Policy Board and a Deputy Assistant Secretary of Defense (Reserve Affairs).

The Deputy Assistant furnishes professional guidance and assists in compiling the bulk of information necessary for sound decisions.

Voice in Policy . . .

Though the staff of the deputy assistant is small, its functions are vital to the reserve programs of all the services. Staff members are officers of the Army, Navy, and Air Force who are selected for their planning ability as well as their broad experience in the operational aspects of military power. In addition to serving as a working group, each member also acts as a contact point and liaison man with the staff agencies of his service.

In effect, this office is the funnel into which are poured problems and programs and out of which comes the solutions and policy decisions of the Secretary of Defense that affect reserve programs. At this office, proposed reserve legislation is evaluated, farmed-out to the military departments for review, and reworked so that it provides optimum effectiveness.

The staff depends upon the military departments for spade work and basic data pertinent to a particular proposal. This system assures that the staff's recommendations incorporate the thinking of the military departments which must use the end product of such proposals. It also gives a voice in reserve affairs to the people who must implement new or altered policy.

The functional areas of the Reserve Affairs office include procurement, administration and training; compensation and allowances; morale and welfare; manpower requirements, and mobilization as they apply to the reserve components and the Reserve Officer Training Corps programs. Staff members evaluate manpower requirements, construction programs, budget estimates, financial apportionments, program changes to the five-year force structure, mobilization requirements, and procedures. They also issue guidance to the services and recommend desired end strengths.



Secretary of Defense
HON. ROBERT S. McNAMARA



Deputy Secretary of Defense
HON. CYRUS R. VANCE

An integral part of the Defense "team" is the Reserve Forces Policy Board. It serves as the primary means by which the Secretary of Defense can bring into consideration the views of Reservists not on active duty. Acting through the assistant secretary of Defense (Manpower), the Board is the statutory, ". . . principal policy adviser to the Secretary of Defense on matters relating to the reserve components."

The Board consists of a civilian chairman and 20 general officers which includes one active Reservist who fills the full time position as executive officer. Though he has no vote, the executive officer serves as military adviser to the chairman, provides the day-to-day continuity essential to the Board's activities, and acts for the chairman during his absence.

Other members of the Board include: the under secretary of each military department; a Regular general officer of the Army, Navy or Marine Corps, and Air Force; two each from the Army National Guard and Army Reserve; two from the Navy Reserve and two from the Marine Corps Reserve; and, two each from the Air National Guard and Air Force Reserve. In peacetime, when the Coast Guard is not operating as a service in the Navy, one Regular or Reserve Coast Guard officer serves as a non-voting member.

The Board receives legal advice from the assistant general counsel (Manpower). In addition, one officer from each branch of service is assigned additional duty with the Board as a liaison representative. These officers assist in the development of agenda for Board meetings, participate in ad hoc committees for special studies, respond to inquiries, and coordinate policy actions with the staff offices of their respective service.

The specific duties of the Board include: developing and recommending policies dealing with the organization, training, activation, and supply of reserve units; proposing new legislation or changes in existing law affecting the reserve forces; and, developing policies relating to ROTC programs. One of its most significant functions is the preparation of an annual report on the status of the various reserve programs. The Board's findings are submitted to the Secretary of Defense for inclusion in his annual report to the President and the Congress.

Top advisers on Reserves





Asst. Secretary of Defense (Manpower)
HON. THOMAS D. MORRIS

Deputy Asst. Secretary for Reserve Affairs
MAJ. GEN. AUTREY J. MAROUN

". . . principal policy adviser to the Secretary of Defense on matters relating to the Reserve components." This is the significant role of the Policy Board. Its membership reflects the integrated staff concept as applied in the formulation of Reserve policy.



Military Executive
MAJ. GEN. RALPH A. PALLADINO



Chairman
HON. JOHN SLEZAK



Under Secretary of the Air Force
HON. NORMAN S. PAUL

Executives, Air Force and Air Reserve Forces' members of . . .

RESERVE FORCES POLICY BOARD



Commander, California ANG
MAJ. GEN. CLARENCE A. SHOOP



Asst. to Commander, TAC, for Reserve Forces
MAJ. GEN. FRANK T. McCOY JR.



Asst. Chief of Staff, Reserve Forces
MAJ. GEN. RICHARD S. ABBEY



Chief of Staff, Air, Nebraska ANG
BRIG. GEN. JOHN M. CAMPBELL



Mobilization Asst. to Commander, AFSC
MAJ. GEN. ROY T. SESSUMS

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vocancies and the grades indicate the highest grade position avoiloble. For infarmation on listed positions, write directly to the unit using oddress given.

Officer

Aircraft Maint.: (Capt.) 6.
Dental: (Maj.) 42.
Flight Nurse: (Capt.) 47.
Flight Surgeon: (Lt. Col.) 45. (Maj.) 15.
AF Academy Liaison (Col.) 26.
Medical: (Lt. Col.) 1, 49, 50, 62. (Maj.) 2, 8, 10-12, 17-19, 23, 24, 28, 29, 33, 36, 38, 42, 45, 46, 57-59. (Capt.) 25, 41, 61.
Medical Service: (Maj.) 1, 4, 46. (Capt.) 17.
Nurse: (Lt. Col.) 18. (Maj.) 7, 12, 25, 28, 60. (Capt.) 1, 2, 4, 8, 11, 14, 17, 19, 24, 27-29, 36, 39, 46-48, 50, 52, 59, 62.
Pharmacist: (Capt.) 13, 15, 17, 18, 23, 61.
Pilot: (Maj.) 47.
Transportation: (Capt.) 40, 56.
Veterinary: (Maj.) 10, 12, 18, 19, 23, 27, 32, 33, 43, 46, 48, 58.

Airman

Administration: (A1C) 22.
Aeromedical: (TSgt.) 7, 8, 19, 28, 29, 41, 62. (SSgt.) 13, 14.
Air Freight: (MSgt.) 9, 22. (A1C) 40, 55.
Air Passenger: (A1C) 55.
Air Traffic Control: (SMSgt.) 35.
A/C Elect. Repair: (SSgt.) 16.
A/C Mech. (TSgt.) 5. (SSgt.) 6.
A/C Prop Repair: (SSgt.) 16, 26.
Airframe Repair: (TSgt.) 5. (SSgt.) 6.
Auto Flt. Cont. System FTR.: (A1C) 26.
Carpenter: (TSgt.) 43, 51.
Dental: (SSgt.) 1, 10, 61. (A1C) 8, 11, 17, 24, 32-34, 38, 42, 46.
Instrument Repair: (MSgt.) 5. (SSgt.) 6, 16.
Jet Engine Mechanic: (MSgt.) 6.
Medical: (MSgt.) 1, 7, 8, 11, 13, 14, 25, 27, 28, 32, 37, 42, 48, 57, 60. (TSgt.) 15, 39, 41, 49. (A1C) 23, 24.
Medical Admin: (MSgt.) 13, 46. (TSgt.) 14. (SSgt.) 50, 62. (A1C) 61.
Medical Equip. Repair: (SSgt.) 13. (A1C) 17.
Medical Laboratory: (TSgt.) 1, 7, 8, 14, 19, 25, 27, 28, 32, 34, 37, 46, 50, 60. (SSgt.) 24, 33.
Medical Material: (MSgt.) 61. (SSgt.) 28, 37, 46. (A1C) 1, 2.
Operating Room: (TSgt.) 28. (SSgt.) 1, 2, 8, 14, 15, 23, 46, 50. (A1C) 33.
Pharmacy: (TSgt.) 1, 2, 19, 34, 37, 45, 49, 57, 58, 62. (SSgt.) 25.
Psychiatric Ward: (SSgt.) 1, 2, 13.
Preventive Medicine: (TSgt.) 10, 19, 50.
Radiology: (MSgt.) 18, 57. (TSgt.) 1, 2, 7, 8, 11, 19, 25, 28, 34, 37, 38, 45, 46, 49, 62. (SSgt.) 17.
Supply: (TSgt.) 51. (A1C) 54.
Veterinary: (MSgt.) 18. (TSgt.) 1, 2, 7, 8, 10, 14, 28. (SSgt.) 29, 32, 34, 38, 62.
Weapons Control System Repair: (MSgt.) 5. (SSgt.) 6.
Weap. Mech.: (TSgt.) 5. (SSgt.) 6.

ANG Technician

(Aeromedical Tech., NGC-7) 44. $6,451 yr. AFSC 910XO.
(Airborne Comm/Nav Mech. NGW-11) 30. $6,635 yr. 301XO.
(A/C Engine Mech., NGW-10) 44. $6,697 yr. 432X1.
(A/C Instrument Tech., NGW-11) 30. $6,633 yr. 42250/42270.
(A/C Maintenance Officer, NGC-11) 20 & 44. $9,221 yr.
(A/C Mech.-Jet Ftr., NGW-10) 30. $6,406 yr. 43151C/43171C.
(A/C Pneudraulic Supervisor, NGW-12) 31. $6,864 yr. 42172.
(A/C Radio Tech., NGW-12) 44. $7,113 yr. 301XO.
(Analysis Tech., NGW-10) 30. $6,406 yr. 43250/43270.
(Engine Mech.-Jet, NGW-10) 30. $6,406 yr. 434XO.
(Flying Trng. Instr., NGC-12) 3. $13,659 yr. Must be senior pilot on flying status; 21. $10,927 yr. Plus military pay.
(Metal Working Tech., NGW-11) 30. $6,633 yr. 53450.
(Weapons Mech., NGW-10) 30. $6,406 yr. 462XO.
(Welder, NGW-11) 30. $6,633 yr. 53250/53270.
(Wing Ops./Trng. Officer, NGC-12) 44. $10,927 yr. (C-97).

KEY	UNIT
1.	523rd Medical Service Flt., Maxwell AFB, Alabama, 36112
2.	542nd Medical Service Flt., Maxwell AFB.
3.	144th Air Transport Sq., Kulis ANG Base, Anchorage, Alaska, 99502
4.	498th Medical Service Flt., Blytheville AFB, Arkansas, 72315
5.	32nd Maintenance Sq., McClellan AFB, California, 95652
6.	81st Maintenance Sq., McClellan AFB.
7.	42nd Medical Service Sq., Norton AFB, California, 92409
8.	529th Medical Service Flt., APO San Francisco, California, 96553
9.	82nd Air Terminal Sq., Travis AFB, California, 94535
10.	518th Medical Service Flt., Vandenberg AFB, California, 93437
11.	413th Medical Service Flt., USAF Academy, Colorado, 80840
12.	459th Medical Service Flt., Dover AFB, 19901
13.	547th Medical Service Flt., Dover AFB.
14.	37th Medical Service Sq., MacDill AFB, Florida, 33608
15.	421st Medical Service Flt., Orlando AFB, Florida, 32813
16.	34th Maintenance Sq., Robins AFB, Georgia, 31093
17.	446th Medical Service Flt.,. Robins AFB.
18.	470th Medical Service Flt., Robins AFB.
19.	481st Medical Service Flt., Chanute AFB, Illinois, 61866
20.	182nd Tactical Fighter Gp., Gtr. Peoria AP, Illinois, 61607
21.	126th Air Refueling Wg., O'Hare IAP, Chicago, Illinois, 60666
22.	91st Air Terminal Sq., O'Hare IAP, Chicago, Illinois.
23.	426th Medical Service Flt., Scott AFB, Illinois, 62225
24.	412th Medical Service Flt., Bunker Hill AFB, Indiana, 46971
25.	512th Medical Service Flt., Forbes AFB, Kansas, 66620
26.	AF Academy, Candidate Advisory Svc., Box 2079, Pikeville, Ky. 41501
27.	425th Medical Service Flt., Barksdale AFB, Louisiana, 71110
28.	38th Medical Service Sq., Barksdale AFB.
29.	466th Medical Service Flt., England AFB, Louisiana, 71301
30.	113th CAMRON, Andrews AFB, Maryland, 20331
31.	Hq District of Columbia ANG, Det 1, Andrews AFB.
32.	401st Medical Service Flt., L. G. Hanscom Fld., Massachusetts, 01730
33.	21st Medical Service Sq., Westover AFB, Massachusetts, 01022
34.	436th Medical Service Flt., Selfridge AFB, Michigan, 48045
35.	237th Flight Facilities Flt., Minneapolis-St. Paul IAP, Minnesota, 55111
36.	493rd Medical Service Flt., Columbus AFB, Mississippi, 39701
37.	438th Medical Service Flt., Richards-Gebaur AFB, Missouri, 64030
38.	507th Medical Service Flt., Offutt AFB, Nebraska, 68113
39.	468th Medical Service Flt., Nellis AFB, Nevada, 89110
40.	88th Air Terminal Sq., McGuire AFB, New Jersey. 08641
41.	455th Medical Service Flt., Holloman AFB, New Mexico, 88330
42.	454th Medical Service Flt., Kirtland AFB, New Mexico, 87117
43.	35th Medical Service Sq., USNAS Brooklyn, New York, 11234
44.	106th Military Airlift Wg., USNAS Brooklyn.
45.	444th Medical Service Flt., Griffiss AFB, New York, 13440
46.	490th Medical Service Flt., Plattsburgh AFB, New York, 12903
47.	109th Military Airlift Gp., Schenectady County AP, New York, 12301
48.	429th Medical Service Flt., Stewart AFB, New York, 12554
49.	460th Medical Service Flt., Pope AFB, North Carolina, 28308
50.	504th Medical Service Flt., Grand Forks AFB, North Dakota, 58201
51.	4th Supply Sq., Wright-Patterson AFB, Ohio, 45433
52.	23rd Medical Service Sq., Wright-Patterson AFB.
53.	448th Medical Service Flt., Wright-Patterson AFB.
54.	10th Supply Sq., Tinker AFB, Oklahoma, 73145
55.	83rd Air Terminal Sq., Portland IAP, Oregon, 97218
56.	92nd Air Term. Sq., 1160 Wyo. Ave., Wyoming, Pa., 18644
57.	8th Military Airlift Support Sq., Charleston AFB, S.C., 29404
58.	461st Medical Service Flt., Myrtle Beach AFB, South Carolina, 29577
59.	505th Medical Service Flt., Ellsworth AFB, South Dakota, 57706
60.	496th Medical Service Sq., Bergstrom AFB, Texas, 78743
61.	20th Medical Service Sq., Carswell AFB, Texas, 76127
62.	410th Medical Service Flt., Carswell AFB.

the air reservist
Vol. XIX—No. 1 February 1967

Air National Guard
Air Force Reserve Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

Maj. Gen. Richard S. Abbey
Ass't Chief of Staff Reserve Forces, USAF

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Forward changes of address to The Air Reserve Personnel Center, 3800 York Street, Denver, Colorado, 80205. To insure accuracy, clip your old address from a recent copy of The Air Reservist Magazine and enclose it with your new address and serial number.

The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER . . . highlights the air defense team in Hawaii, one of the many Air National Guard units that make up "Our Strategic Reserve." (page 4)

Long Distance Commuters...



When he can't hitch a plane ride to 349th MAWg. training, A2C David Brudney flies commercial air, Los Angeles to San Francisco.

72,000 miles to work and back.

Would you believe Reservists travel that far to get to and from a training base?

Well, you'd better men of the 82nd Air Terminal Squadron have done it often.

These cargo handlers have made several trips between California's Travis and Norton AFBs to help move supplies to Southeast Asia. Multiply the 800-mile round trip by the 90 Reservists and you'll find they cover 72,000 miles. Their training at Norton started last May after Norton was converted to a port of embarkation to relieve Travis of its increasing workload. At the time, the active duty unit at Norton was undermanned and the 82nd helped fill the gap.

There are many other examples: Until recently, Captain Karl H. Striedieck of the Air National Guard's 112th Fighter Group flew his private plane from State College, Pennsylvania, to the Greater Pittsburgh airport. Though the round trip was only 220 miles, he did it three times each week. As an F–102 pilot, the Captain helps the 112th maintain 24-hour-a-day air defense of its area. Other officers are commercial airlines pilots based in New York City. They drive the 350 miles to Pittsburgh or hitch a ride on a company plane.

In Texas, over 100 members of the 446th Troop Carrier Wing travel more than 100 miles each to train at Ellington AFB, Houston. Master Sergeant William G. Webster lives in Baton Rouge, Louisiana, and drives a total of 580 miles.

Why do Reservists make these long and wearisome trips? Airman Second Class David Brudney of the 349th Military Airlift Wing, Hamilton AFB, says: "My friends and my loyalty are with the 349th and I shall continue to be a member of the *Golden Gate Wing* as long as I can." He makes the 850-mile trip between his home in Los Angeles and San Francisco via the commercial air shuttle.

Another answer comes from Major Phillip Black, commander of the 82nd Air Terminal Squadron: "It's nice to be appreciated, and we feel that, as a unit, we can now repay some of the time, money and effort spent to train us into the qualified workforce we are today."

Civil Air Patrol News...

"THE Civil Air Patrol is going to get vigorous top-level support from the Secretary and Chief of Staff (Air Force). We expect to hold an annual meeting at which CAP and Air Force officials will jointly consider the support, employment and problems of the CAP."

This statement was made by Under Secretary of the Air Force Norman S. Paul during a meeting of the National Board last October. As a result, top level representatives of CAP and the Air Force met in Washington, D. C., last month to review CAP's activities and to consider policies for support and utilization of its resources.

Chairman of the meeting was Major General William D. Price, office of assistant chief of staff, Reserve Forces.

Air Force attendees included Dr. Eugene T. Ferraro, deputy under secretary (Manpower); Dr. Theodore C. Marrs, deputy for Reserve and ROTC Affairs; Major General Richard S. Abbey, assistant chief of staff, Reserve Forces; and, officers of the Continental Air Command, Air University, Military Airlift Command, and the Aerospace Rescue and Recovery Service. Colonel Joe L. Mason, USAF, national commander, and CAP Colonel Lyle W. Castle, national board chairman were the senior representatives of the CAP.

A significant result of the meeting was a plan to create an advisory panel which will meet at least annually. It will advise the Secretary of the Air Force on CAP policy matters and assist in the development of pertinent programs and policies.



During Pentagon briefing, Col. Joe L. Mason (l) announced plans to modernize CAP's 823 light aircraft. With him are Cadet Col. Robert E. Roy (c) and Brig. Gen. Winant Sidle, director, DOD Information.

reserve camera



Members of the 9265th ARSq. met at Stewart AFB, N.Y., to discuss more effective public relations techniques. (l-r) Lt. Col. W. E. Henderson, comdr., 9265th; Brig. Gen. N.S. Allen, 1st Res. Region dep. comdr.; Brig. Gen. J.S. Isbell, Region comdr.; and Lt. Col. R. McCoy, Newark, N.J. ►

▼ *Air Force Association's "Outstanding Unit Award for 1965" went to Kentucky ANG's 123rd Tac. Recon. Gp., Louisville. Gen. Gabriel P. Disosway, comdr., TAC, presents trophy to Lt. Col. John McClure, unit's deputy comdr., for operations.*





▲ *Snoopy, daring WWI ace of the comic strip "Peanuts," gets "nose job" from MSgt. Jack Marsh of 164th MAGp., Memphis, Tenn. Assisting are: TSgts. Bobby Matthews and Gerald Massey, and SSgt. Marvin Shackelford.*



◄ *Gifts for Michigan's Chippewa Indians are loaded on a 403rd TCWg. C–119 at Selfridge AFB during "Operation Chippewa Airlift," a Christmas mission. (l-r) Maj. James Fowler; Col. George Kittle, comdr., 927th TCGp.; and SSgt. Robert Hayden. Other crewmen were Capt. Hugh Graham, SSgt. Harold Yenson and A3C Thomas Tarrington.*

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the air reservist

MARCH 1967



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Washington report

On February 15, Secretary of Defense Robert S. McNamara announced that certain individual reservists who are not satisfactorily fulfilling their military obligations may be placed on active duty for periods of up to 24 months. About 3,500 to 4,000 Air Force Reservists could be affected.

Congressional authority for this action is contained in the Department of Defense (DoD) Appropriation Act of 1967. This Act permits ordering to active duty any member of the Ready Reserve who is not assigned to, or is not participating satisfactorily in, a Ready Reserve unit, and has not fulfilled his statutory Reserve obligations, and has not served on active duty or active duty for training for a total of 24 months. The action does not apply to Reservists who already have served two years of active duty or have completed their obligated term of service in the Reserve. It does apply to Reservists who hereafter leave their units or are presently assigned to the Ready Reserve Pool. Except in cases of extreme hardship, critical occupation, or by reason of action taken by the military services (e.g., unit inactivation), Reservists who are unable or unwilling to serve the full period of their enlistment in units will be ordered to active duty for up to two years less any period of active duty for training they may already have served.

The individuals affected are in a draft deferred status but are not contributing directly to the strength and readiness of Reserve units. The purpose of the DoD action is to assure greater equity in fulfilling military service obligations under the Reserve Enlistment Program. This program was intended to provide a source of personnel for Reserve units by permitting eligible young men to satisfy their military obligations by serving for six years in National Guard or Air Force Reserve units. The great majority of those who enlist under this program serve the full period of their obligation as members of units. The new DoD regulation is intended to encourage an even greater number to do so. This should result in lower turnover of personnel which would enhance unit readiness and decrease training requirements.

The first individuals affected are not expected to be called to active duty until about mid-July. Under the new rule, a grace period is permitted during which affected Reservists may rejoin units to the extent unit vacancies permit. The number actually ordered to active duty will depend upon final implementation plans and how many individuals can join Reserve or National Guard units [to the extent that vacancies exist] to complete the remainder of their obligations.

As stated last month, the designation Parts I and III for individual mobilization positions have been discontinued. The term "Selected Reserve Augmentation" takes the place of Part I. Reservists in this category are now known as "Mobilization Augmentees." The term "Reinforcement Reserve Augmentation" replaces the old Part III, and members are now "Reinforcement Designees." "Mobilization Augmentees" are assigned to augment major command strength, to replace active force rated withdrawals, active force personnel withdrawn for higher priorities such as the Joint Chiefs of Staff or North Atlantic Treaty Organization, or to meet active force shortages during an early phase of war or general mobilization. It also includes members of navigator training and selective service squadrons."Reinforcement Designees" are assigned to meet limited or general war attritional requirements. This new term also is applicable to members in the Ready Reinforcement Personnel Section, Air Reserve squadrons and to those individuals in the Obligated Reserve Section. However, it does not include members in the Obligated Reserve Section who have an Extended Active Duty commitment.

Points: how to get them . . . what they mean . . . how to compute them . . .

At the end of World War II, *points* were the major topic of interest. The total determined where each man stood on the list of those going home. Today, points are equally important to servicemen of the Air Reserve Forces. They are the basis for determining the Reservists' retirement pay.

When a Reservist becomes eligible to retire, his pay is based on the number of points credited to him during active and inactive duty service. The same system is used for the Air National Guard and the Air Force Reserve, and both are transferred to the *Retired* Reserve when they become eligible and upon their request. Since July 1, 1949, Reservists must have received at least 50 points annually—35 earned and 15 gratuitous—to be credited with a *good year* (year of service for retirement). All active and inactive service prior to that date also counts toward retirement.

How do Reservists earn points? They receive one point for each day of active duty and one for each authorized training period or day of active duty for training with a unit or as an M-day assignee. They also receive 15 gratuitous points for each year they maintain an active status in the Reserve program. A Reservist must earn at least 15 points per year to be considered in an active status.

Other point-gaining activities: One source is open to every Reservist . . . correspondence courses offered by the USAF Extension Course Institute. One point is awarded for each three hours of courses satisfactorily completed. Each course is pre-rated on the basis of study hours needed to complete it. For instance, the *Still Photographer* course is rated at 186 hours. The Reservist who successfully passes it will receive 62 points. Although he has the option to decline, he also may take the end of course examination for additional points.

Points can be accrued for serving as an instructor during training assemblies, at unit schools, and for conducting classes at Reserve Officers Training Corps, Civil Air Patrol or Air Explorer assemblies. Additional points are given for the preparation of instructional material. One point is awarded for the preparation of a minimum of one hour of instruction, but not more than two points may be awarded for preparing any one instruction period.

In lesser known areas, Reservists earn one point for each four hours: as recruiters; for serving with the Military Affiliate Radio System during supervised network drills; as augmentees of the Selective Service System; as liaison officers at state civil defense headquarters; and for duty related to procurement planning and industrial mobilization. Medical personnel acquire points for administration, inoculations and physical and dental examinations. Points also can be gained by attending approved military seminars held in conjunction with professional and trade conventions.

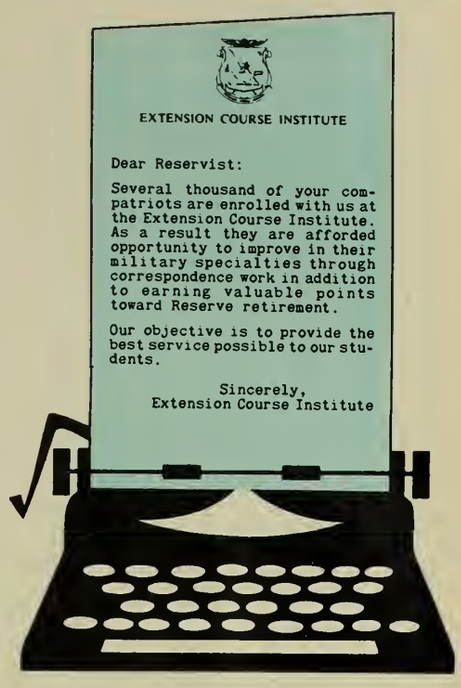
In addition, credits are given for services performed with Information Flights, Research and Development projects, as lawyers assigned to the Judge Advocate General Area Representative (JAGAR) Program, as clergymen assigned to the CHAPAR program, as USAF Academy Liaison Officers, as Medical Liaison Officers, and as CAP Liaison Advisers.

AFR 45–15 gives detailed information concerning point-gathering activities. The regulation also outlines limitations. To qualify for inactive duty training points, the duty must:

- Be performed in the person's capacity as a Reservist and to enhance his mobilization potential.
- Require an outlay of time and effort beyond that required in the normal course of his civilian occupation.
- Be authorized by competent authority before the training begins.
- Be performed without remuneration other than pay as a member of the Air Reserve Forces.
- Improve the person's fitness to perform his prospective mobilization duties or improve the fitness of others being trained by him.
- Be controlled or supervised by the military.

Simultaneous participation in more than one activity for point-gaining purposes is prohibited.

To compute total retirement points: Add all points earned while on active duty or active duty for training. Add the number of points



(up to the maximum of 60 per year) that were earned from inactive duty or awarded gratuitously. Example: a Reservist may earn 15 active duty points from his summer encampment training and 48 inactive duty points from his unit training assemblies. With his 15 gratuitous points he has accumulated 78 points of which only 75 (the 15 active duty and the maximum 60) will count toward retirement. Total active and inactive duty training points cannot exceed 365 in any one year—366 for leap years.

Computation of retirement pay involves three steps:

- Divide the total number of retirement points by 360 and round off to two decimal places (example: 3,250 points divided by 360 equals 9.03);
- Multiply this figure by 2 1/2 per cent and round off to four decimal places (9.03 multiplied by .025 equals .2258);
- Multiply the preceding results by the monthly basic pay at time of retirement and round off to two decimal places (an E–7 with 3,250 points would multiply $440.40 by .2258 and get $99.44 per month).

More points means more pay—*Get the point!*

"Outstanding Airmen" for 1967

The Air Reserve Forces' *Outstanding Airmen for 1967* have been selected. They are Chief Master Sergeant Leroy D. Robbins for the Air National Guard and Technical Sergeant Evan N. Hale for Air Force Reserve. Sergeant Robbins is a member of the 132nd Fighter Group, Des Moines, Iowa, and Sergeant Hale is with the 304th Aerospace Rescue and Recovery Squadron, Portland, Oregon. They will join representatives of other major commands as honored guests of the Air Force Association during its national convention in San Francisco, March 15-17.

The two airmen competed with thousands of other members of the Air Reserve Forces for the honors. Their selections were based upon such factors as outstanding military accomplishments, willingness to serve others, leadership and job performance and participation in community relations.

Sergeant Robbins, a food service supervisor, has been instrumental in bringing about many changes to improve operating efficiency in his base's dining facilities.

Traveling as much as 300 miles, he has a 100 per cent drill attendance record since joining the Air Guard 20 years ago. The sergeant is active in many civic organizations in the Des Moines area.

Sergeant Hale gained nationwide attention last June when he and another 304th paramedic rescued a young mother and infant daughter from a plane crash in the rugged area of Mt. St. Helens, Washington. He has completed Air Force Survival Training, the Navy SCUBA Divers course, and the U.S. Forest Service Smoke Jumpers school.

He is currently director of the Parachute Club of America and one of only two licensed parachute instructors in Oregon. As a master 'chutist, Sergeant Hale spends much of his spare time developing and improving pararescue equipment.

CMSgt. Leroy D. Robbins





TSgt. Evan N. Hale

ROA honors Sikes and Lang

The Reserve Officers Association held its Mid-Winter Conference in Washington, D. C., February 23-24.

Theme for the Air Force affairs committee meeting was, "Roles and Missions of the Air Reserve Forces."

The presentation of ROA's second *Distinguished Service Citation* to Mr. John A. Lang, Jr., administrative assistant to the Secretary of the Air Force, highlighted the Air Force luncheon. He was cited for his outstanding service as acting deputy for Manpower and Personnel last year.

Dignitaries attending the events were: Congressman Robert L. F. Sikes, named as ROA's *Minute Man of the Year;* the Hon. Harold Brown, Air Force Secretary; General John P. McConnell, Air Force chief of staff; Lieutenant General Henry Viccellio, commander, Continental Air Command; and Major General Richard S. Abbey, assistant chief of staff for Reserve Forces.

AFA to meet in San Francisco

The Air Force Association (AFA) holds its national convention in San Francisco, California, March 15-17.

The *Air Reserve Forces Seminar* convenes on the 17th. Mr. Edward Brazwell, chief counsel of the Senate Armed Services Committee, will be moderator. Invited to participate are the deputy chiefs of staff, Personnel, Systems and Logistics, Plans and Operations, Programs and Resources, and the Air Force Comptroller.

Outstanding Air National Guard and Air Force Reserve units are to be honored during the seminar.

Other events include luncheons for the Secretary of the Air Force and Chief of Staff, recognition of *Outstanding Airmen for 1967,* and three important seminars. They are "The Military Manpower Dilemma," "The Technological Threat" and "The Air War in North Vietnam."

Reservists train Regulars

Air Force Reservists are training regular Air Force pilots to fly C–119G *Flying Boxcars* at Bakalar AFB.

Two aircrews, four pilots and two flight mechanics, have completed transition training at the Indiana Reserve base, the home of the 434th Troop Carrier Wing. They are the first regular Air Force personnel to be checked-out in the C–119G since the aircraft was turned over to Reserve troop carrier units more than seven years ago. The aircrews, from Stewart AFB, New York, are members of the Air Defense Command which is scheduled to receive nine C–119J aircraft. They are currently being reconditioned after resting in "moth-ball" storage for several years. The J-Model is similar to the G-Model except for a modified cargo door.

Busy schedule set for Air Guard

Air Guardsmen are participating in a vigorous training program.

While units were taking part in exercise *Frontier Assault* in Alaska, Rhode Island's 143rd Air Commando Group deployed two HU–16A teams to Howard AFB, Canal Zone, during Jan.-Feb., for *Yankee Venture.* Ohio's 121st Tactical Fighter Wing will participate in *Tropic Lightning III* (Feb. 12-April 15). Their jets are scheduled to be refueled en route to and from Hawaii by the 126th Air Refueling Wing, Illinois ANG.

This month, Puerto Rico's 156th Tactical Fighter Group takes part in *Cashew Tee III* in Panama. Largest upcoming exercise is April's *Clove Hitch III* in Puerto Rico. Tactical fighter groups included will be New York's 174th, Puerto Rico's 156th, and the Illinois' 183rd; Alabama's 117th Tactical Reconnaissance and Texas' 136th Air Refueling Wings.

Public awareness vital to Air Force

You are an expert. You may not realize it but your friends, neighbors and business associates look upon you as an authority on Air Force affairs. The significance of your role as spokesman was stressed recently by General John P. McConnell, chief of staff, USAF:

"It is most important at this time that we continue to have the public's confidence and pride. . . .This objective depends primarily upon our own

performance—what the Air Force is and does."

As members of the Air Reserve Forces you are in an excellent position to help achieve this goal. However, it is important that you keep well informed regarding current policies of the Air Force and the supporting role of the Air National Guard and Air Force Reserve. For example: There are groups and individuals who voice disagreement over present policies, especially our commitment in Southeast Asia. President Lyndon B. Johnson has constantly reaffirmed this country's position:

"We are there because for all our shortcomings, for all our failings as a Nation and a people, we remained fixed on the pursuit of freedom as a deep and moral obligation that will not let us go. . .

"To defend that freedom—to permit its roots to deepen and grow without fear of external suppression —is our purpose in South Vietnam. Unchecked aggression against free and helpless people would be a grave threat to our own freedom—and an offense to our own conscience. . . .

"Our devotion to freedom is unyielding. So, too, is our hope for peace."

Another question often asked concerns the Air Reserve Forces and why they have not been called to active duty. General McConnell answers:

"Our experience in Vietnam so far has shown that our Air Reserve Forces can best serve the nation in a conflict of this type in an inactive status but performing genuine active duty functions as part of their training programs."

There are many other vital subjects concerning air power about which the public should be informed. Most have been or will be reviewed in this magazine. In addition to *The Air Reservist,* there are many other excellent sources of information. They include: Department of Defense fact sheets and news items; Air Force information program bulletins, commander's call guides; aerospace speech outlines, and policy letters for commanders. The Continental Air Command and National Guard Bureau also provide current information guides.

Keep informed! You are more than just *Mr. Air Force* to the people of your neighborhood. Major General Richard S. Abbey, assistant chief of staff for Reserve Forces, puts it this way, ". . . it is the sum total of us all who make up the Air Force. Our combined efforts produce the single effect—Air Power."



Maj. & Mrs. Mason Deaver plan schedule for radio station KPLY.

Three new overseas flights for ANG

The Air National Guard now is flying three more regularly scheduled overseas missions in support of the Military Airlift Command.

The first is a twice-a-week flight to the up-range sites of the Air Force Eastern Test Range. The flights originate at Patrick AFB, Florida, and include stops at Grand Bahama, Eleuthera and Grand Turk, all in the Bahamas; Ramey AFB, Puerto Rico; and Antigua, British West Indies. Personnel of the Department of Defense (DOD) and the National Aeronautics and Space Administration (NASA) operate space tracking facilities at these locations.

The second route also supports DOD and NASA crews. The stops include Patrick AFB; Antigua; Zanderji, Surinam; Recife, Brazil; and Ascension Island which is located in the South Atlantic about halfway between South America and Africa.

The third flight starts at Charleston AFB, South Carolina, and supports missions and embassies located at Zanderij; and Recife, Sao Paulo and Rio de Janeiro, all in Brazil.

In addition to these new routes, Air Guardsmen fly regularly scheduled missions to such destinations as Spain, France, Australia and Colombia.

Operation Red Baron seeks pilots

The Air National Guard has kicked off *Operation Red Baron,* a drive to sign up Air Force pilots leaving active duty.

ANG representatives will contact pilots and explain the advantages of joining Guard units; including promotion opportunities, possible choice of aircraft and other benefits.

Long distance commuter

Another name has been added to the list of Air Reserve Forces members who travel long distances to get to their training bases (See February 1967 issue).

Major Mason C. Deaver commutes each month from Crescent City, California, to San Francisco—383 miles —to attend weekend training with fellow members of the 9602nd Specialty Training Squadron, Fort Miley.

The major also has another unique claim. He is one of the few Reservists who owns and operates his own radio station, often to the benefit of the U. S. Air Force. As owner, engineer, announcer and general manager of Station KPLY in Crescent City, Major Deaver constantly "sells" the Air Force. Recent promotional campaigns have included the specialty training program, USAF's birthday and the March *Air Force Association* convention in San Francisco.

ECI adds courses to curriculum

The Extension Course Institute at Gunter AFB, Alabama, has activated seven Career Development Courses (CDC) and deleted two others from its curriculum.

Activated courses are 22150, *Photomapping;* 32501, *Automatic Flight Control Systems Technician;* 34250, *Flight Simulator Specialist/Technician;* 54350, *Electrical Power Production Specialist/Technician;* 54750, *Heating Specialist/Technician;* 55350, *Site Development Specialist/Technician;* and 72150, *Information Specialist.*

Deleted are 2200, *Photomapping* and 44250, *Missile Pneudraulic Repairman.*

Snoopy and the Red Baron join forces to fight common enemy, pilot shortages in ANG.



Reservists needed to assist CAP

Civil Air Patrol is looking for Air Force Reservists to assist in its Cadet Program, which is designed to motivate American youth through systematic aerospace training.

Reservist participation includes technical instruction in weather, aircraft and engine systems, pilotage and other subjects, in addition to staff advisory work and supervisory assistance in conducting CAP-sponsored college level aerospace education workshops and cadet encampments at various Air Force bases.

During 1966 some 784 Air Force Reservists, representing most categories of the *Ready* and *Standby* Reserve, contributed thousands of hours of assistance to the CAP program.

A CAP liaison advisory position is a gratifying and productive way for Reservists to earn points. For further information contact Hq. CAP-USAF, Ellington AFB, Texas 77030.



Reservist instructor Lt. Col. L. Partridge confers with CAP Capt. J. O'Connor (r) during 1966 New York encampment.

New health benefits for retirees . . .

[*Editor's note: On January 1, military retirees (including retired members of the Air Reserve Forces who are receiving retired pay) and their dependents became eligible for extended health care under Public Law 89-614.*]

What is P.L. 89–614? ◇ ◇ ◇ Known as the Military Medical Benefits Amendments of 1966, it became effective for active duty personnel and dependents last October and for retirees and dependents on January 1.

Who is covered? ◇ ◇ ◇ Retired and former members entitled to retired, retainer or equivalent pay. It includes, for the first time, *Title III* retirees who have less than eight years of active duty. *Title III* refers to those members who, prior to discharge, met service requirements for retired pay under 10 USC 1331 (formerly P.L. 810) and are receiving retired pay.

Also, dependents and survivors of retired and former members. This includes: wives and unremarried widows; dependent husbands and dependent widowers; unmarried children under age 21 (and those over 21 but under 23 if enrolled fulltime in college; and those incapable of self-support because of a mental or physical incapacity existing prior to their 21st birthday). For the purpose of health care at uniformed services medical facilities only, this also includes parents and parents-in-law who are dependent upon a retired or former member for over one-half of their support and who reside in the member's household. It includes parents and parents-in-law who meet such requirements at the time of the member's death.

What care is available? ◇ ◇ ◇ Under the law, retirees, and their dependents have the choice of using military or civilian medical facilities.

Service facilities: Retirees receive the same medical and dental care as active duty members, subject to availability of space and staff capabilities. Retired officers pay a subsistence charge, currently $1.17 per day for inpatient care. There is no charge for enlisted retirees. Outpatient care is furnished without charge.

Dependents and survivors may receive the following at service facilities, subject to space and staff:

Hospitalization; Outpatient care; drugs; treatment of medical, surgical, nervous, mental and chronic conditions and contagious diseases; physical and eye examinations; immunizations; maternity and infant care; and diagnostic tests and services, including lab and X-ray exams.

Also, emergency dental care worldwide, including that necessary for medical, surgical or preventive treatment; routine dental care outside the U.S. and at bases in the U.S. where adequate civilian facilities are unavailable; ambulance service and home calls when necessary; equipment, such as wheelchairs, iron lungs. and hospital beds, on a loan basis; and artificial limbs and eyes.

Domiciliary or custodial care is not authorized. Prosthetic devices, hearing aids, orthopedic footwear and spectacles may be provided only outside the U.S. or where civilian facilities are inadequate. Such items will be furnished at cost.

The charge for inpatient care for all dependents and survivors is $1.75 per day. Outpatient care is free.

Civilian medical facilities: Generally, the same types of inpatient and outpatient care authorized for dependents at uniformed service facilities may be obtained except: routine care of the newborn, well-baby care and eye examinations may not be provided; dental care may be provided only when it is a necessary part of medical or surgical treatment; and equipment, such as wheelchairs, iron lungs and hospital beds, may be provided on a rental basis.

Christian Science practitioners, nurses and sanatoriums are authorized.

Who pays for the use of civilian medical facilities? ◇ ◇ ◇ Each patient will be required to pay 25 per cent of the charges for inpatient care. Each patient will pay the first $50 (but not more than $100 as a family unit) of outpatient costs incurred each fiscal year plus 25 per cent of charges that exceed the deductible.

What if a person belongs to another health insurance plan? ◇ ◇ ◇ Persons enrolled in any other insurance, medical service, or health plan provided by law or through employment are ineligible for civilian health care under the military plan, except in cases where a particular benefit is not payable under the other plan. This savings clause does not apply to persons who become insured under Social Security health insurance (Medicare).

Is there an age limit for eligibility? ◇ ◇ ◇ Yes. A retired member and his wife cease to be eligible for military sponsored civilian health care upon reaching age 65 and becoming eligible under the Social Security health insurance plan. Individuals who cannot qualify for Medicare will continue to be eligible for health care from service facilities.

Is Government permission necessary before obtaining civilian health care? ◇ ◇ ◇ No. A valid Armed Forces Identification Card (DD2 Gray) held by a retired member, or a Valid Uniformed Services Identification and Privilege Card (DD Form 1173) held by a retired member, or a valid spouse or child, is all the proof needed to obtain care from any civilian physician, hospital or facility participating in the program. Not all civilian facilities participate in the

program. Where care is given by a non-participating medical agent, additional procedures are necessary for reimbursement of expenses.

New (Gray) ID cards will not be issued for the sole purpose of showing entitlement to medical benefits; however, there are two exceptions. New cards must be obtained by persons entitled to retired pay under 10 USC 1331 who had less than eight years active duty, and all persons over age 65. Information may be obtained from the nearest military facility.

What about care in Veterans Administration facilities? ◇ ◇ ◇ Retired members (not dependents) may receive care at VA facilities on a space-available basis. Cost will be paid by DoD.

Your personal affairs are important

If you "buy the farm" tomorrow, would your family know the survivor benefits to which they are entitled?

Increasing use of Air National Guardsmen and Air Force Reservists at home and abroad makes this matter very important.

A little effort on your part can mean the difference between insecurity and well-being for your family. One of the most vital is that of keeping your personal affairs in order. There are a number of things that you should do:

- Have an up-to-date will which names an executor of your choice.
- Make certain the Record of Emergency Data maintained by your organization is current.
- Maintain a file of all important records and documents pertaining to your military service.
- Prepare a record of your personal affairs listing information such as location of your will, bank deposits, insurance policies, deeds and discharge certificates. Keep it up-to-date.
- Keep important documents in a safe place, and tell your next of kin where they are.
- Ask your unit for Department of Defense Pamphlet PA-6, *Your Personal Affairs*. It will help you explain to your family the survivor benefits to which they are entitled.
- Advise your family to check with the Veterans Administration for additional benefits for which they may be eligible.

Do it today!



ANG F–84s in Alaska after 3,300 mile flight from Massachusetts.

Arctic weather tests men and equipment during "Frontier Assault"

Two Massachusetts Air National Guard F–84s suddenly appear out of a clear Alaskan sky, dive bomb and strafe a gun emplacement manned by aggressor forces, then disappear. Moments later and several miles away, the scene is repeated by the same aircraft, but this time the target is a position held by friendly forces.

It was all part of *Frontier Assault,* a joint exercise conducted from February 1 through 10 in the snow-covered heartland of the "49th State." A cast of approximately 8,000 American and Canadian Air Force and Army personnel took part in the maneuvers. Among them were F–84 pilots and support elements of the 102nd Tactical Fighter Wing and a Royal Canadian Air Force fighter unit which had the distinction of providing close air support for both friendly and aggressor forces.

Patterned after the 1965 *Polar Strike* exercise, the mock "brushfire" battle was directed by the Joint Chiefs of Staff to evaluate and further develop procedures for the command and control of joint forces. In addition, it provided information on cold weather operations and tested new equipment under arctic conditions.

A total of 12 F–84s of the 102nd Tactical Fighter Group, Boston, and the 104th Tactical Fighter Group, Westfield, both in Massachusetts, made the long flight to Eielson AFB, near Fairbanks. En route to Alaska, the fighters made one overnight stop at Glasgow AFB, Montana, and were refueled three times in mid-air by 12 KC–97s from two ANG air refueling groups, the 134th based at McGhee-Tyson Airport, Tennessee, and the 136th, Dallas, Texas. The more than 100 support personnel were transported to the exercise area in C–130s of the 464th Troop Carrier Wing, Pope AFB, North Carolina.

Operating from Eielson, the fighters flew close air support missions throughout the exercise zone which included Fairbanks, Fort Wainwright, and Fort Greely.

Colonel John J. Stefanik, commander of the 102nd Wing, was the U.S. Air Force Strike Command's senior representative for the maneuvers. He was in charge of deployment, tactical air operations and redeployment of the tactical fighter force.

Major General Joseph M. Ambrose, adjutant general, Massachusetts National Guard, observed deployment and redeployment operations from the airborne command post. He praised the Air Guardsmen for their role in *Frontier Assault*: "This is another example of the willingness of our Guardsmen to make personal sacrifices in order to participate actively in operational missions. I am most appreciative of those involved, as well as their families and employers who are also making the sacrifice in the interest of our national defense."

Col. Louis W. Rohr, comdr., Eielson AFB, greets Maj. Gen. Joseph M. Ambrose (l), AG of Mass., upon arrival for "Frontier Assault."



Conversions difficult, . . . not impossible

"WHAT'S so difficult about converting? Instead of flying C–119s you fly C–124s—right?"

WRONG! Ask any member of the Air Force Reserve's seven military airlift wings who have gone through or are now experiencing the throes of converting to the *Globemaster*.

First, he'll point out that switching from C–119s to C–124s is more than a change of plane, it's also a mission change. Instead of training in assault airlift tactics under the Tactical Air Command (TAC), the C–124 unit flies global airlift missions for the Military Airlift Command (MAC).

Then he'll cover some of the more obvious problems such as the size of the plane. Its length is 130 feet, about 44 feet longer than the C–119. The height of the C–124 is an unusual 48 feet 3 inches.

"This is the first time I ever landed a plane from a third floor apartment," commented Major Myron Ocean after his first transition flight as a pilot with the 459th Military Airlift Wing, Andrews AFB, Maryland.

The C–124's cargo compartment can hold 50,000 pounds of cargo or it can be converted to a double-deck cabin for 200 fully equipped troops or 127 litter patients. Other features are an elevator for fast cargo handling, and a built-in ramp which extends to the ground when the clamshell nose doors are opened. Thus, vehicles can board or leave the plane under their own power.

Fully loaded, the gross weight of the C–124 is more than 185,000 pounds. To get it off the ground, the *Globemaster* has four Pratt and Whitney piston engines that can produce up to 3,800 horsepower each. The latest model of the C–119 has two Wright turbocompound engines.

How does this tie in with conversion problems? It means every member of the aircrews and ground crews must spend many hours learning to fly the plane, operate its equipment, or repair it. The pilot now controls roughly two and one-half times the aircraft he did before. He is assisted by a co-pilot and flight engineer. Unlike the C–119, the C–124 engineer is continuously involved with the in-flight operations of the plane. His compartment is located behind the pilot's and his panel is a maze of gauges, levers and switches. He makes all power settings and monitors the use of fuel, using slide rule mathematics to make sure the plane remains balanced. In addition, he is a flying troubleshooter. By his ability to *read* the gauges, he is usually able to spot a malfunction before it becomes critical and correct it after consulting with the aircraft commander.

The major problems are training and the valuable *Reserve time* it takes to acquire it. Flight engineers need about 168 days of resident schooling before they meet the academic requirements. Then they must spend 200 hours in the air as an assistant before passing MAC's requirements. For the pilot, it means transition training at Tinker AFB, Oklahoma, or at his unit under the supervision of a MAC-qualified pilot instructor. After working in the simulator plus 100 hours in the co-pilot's seat, he puts in another period of training in the pilot's seat. Qualification is determined by the instructor and is based on the student's proficiency.

Maintenance personnel must learn pre- and post-flight and periodic inspection requirements, must know how to repair the engines and their accessories, and the C–124's electrical, fuel and hydraulic systems. Each time a C–124 completes a flight the ground crew puts in about 50 man-hours of post-flight inspections to locate possible discrepancies.

Although navigators and loadmasters (the other members of the aircrew) do not require the extensive transition training that pilots, co-pilots, and flight engineers do, they too must meet MAC's operational standards.

The Reservist then will tell you about other problem areas:



a





a/ *Four-engine C-124 dwarfs C*
The "Globemaster" can carry 5
miles while the C-119 is limited

b/ *"Globemaster" flight engine*
MAWg., Andrews AFB, Md., r
which indicate the aircraft's per

c/ *Millions of dollars are saved*
The engines of a 442nd MAWg
variation of a nose dock. (Anot



Reservists face up to the many problems of conversion . . .



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ds more than 2,000
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Sgt. John Fury, 459th
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enclosed by a
eatured on our cover.)

Recruiting. The average C–124 wing with two detached groups is authorized about 3,200 officers and airmen. This is 800 more than a C–119 unit requires.

How do we get them? The answer is recruiting campaigns—but, the wing needs more than *men,* it needs experienced aircrews and support personnel. Recruiting an experienced aircrew obviously saves money and time. In addition, men with previous active duty experience are valuable as on-the-job training instructors.

Colonel Charles D. Briggs Jr., commander of the 459th Military Airlift Wing, personally interviews each applicant having prior C–124 experience, stressing the significant role of the unit and major part the applicant will be assigned.

Facilities. The *Globemaster* doesn't fit into the average hangar. The cost of building a hangar which would be large enough is prohibitive.

How is the problem being resolved? Civil engineers supervise the construction of a less expensive *nose dock* which is added to existing hangars. The dock covers the nose, cabin, engines and wing assemblies and permits mechanics to work with some protection from the elements.

More problems: Runways, taxi strips and parking stands must be capable of withstanding the C–124's weight. If not, they must be torn up and reinforced. Any construction requires contracts, time schedules, supervisory and security controls, and inspections. It involves the judge advocate, civil engineer, comptroller and air police personnel.

Logistics. Thousands of spare parts must be stocked as a backup for the C–119. However, less than 10 per cent are usable on the C–124. Reservists in the supply squadron must turn back parts that can't be used and requisition the ones that are required. This means many hours of screening, packaging, shipping, paper work, and close coordination with the active duty host base supply personnel.

The maintenance squadron needs special tools and equipment to service the *Globemaster:* One hundred and one items of equipment are considered absolutely essential for a C–124 unit to function. About 60 per cent must be ordered. MAC routes are transoceanic and cross some of the most rugged regions of several continents and so each plane must have a global survival kit aboard.

Inspections. Though there are many throughout the conversion period by teams of experts from MAC and the Continental Air Command, the operational readiness inspection (ORI) is the most significant. Each directorate is checked: *What is your plan? Status? Solutions to problems? Are you complying with flight and ground safety regulations? How many aircraft and what equipment on hand?*

The goal of each unit converting is to reach fully *Combat Ready* status within one year. Since most Reservists train only on weekends and during vacations, it is a wonder that a conversion is possible within the time frame. But, it is. Additional flying training periods and the cooperation of employers in granting time off from civilian occupations make it possible.

The same applies to those units of the Air National Guard. Presently involved are three squadrons converting from C–97 or C–121 aircraft.

The first C–124s turned over to the Air Force Reserve went to the 442nd Troop Carrier Wing, Richards-Gebaur AFB, Missouri, in 1961. In the years that followed, the members of the Wing's five squadrons proved that Reservists could fit MAC's long, global missions into their schedule.

When the C-141 *Starlifter* entered the MAC inventory, more C–124s were delivered to the Reserve troop carrier wings which then were redesignated military airlift wings. Even while training they carry vital supplies to overseas destinations. The support they furnish is fantastic. During 1966, the Air Force Reserve's C–124 aircrews flew 821 missions in direct support of Southeast Asia requirements. In doing so, they logged 13,682 flying hours, carried 5,393 tons of cargo and 1,005 passengers.

In addition to the 442nd and 459th, the other military airlift wings equipped with C–124s are: 512th, Carswell AFB, Texas; 94th, L.G. Hanscom Field, Massachusetts; 445th Dobbins AFB, Georgia; 349th, Hamilton AFB, and the 452nd, March AFB, both California.

In the coming fiscal year, the Air Force Reserve's C–124 crews will have a busy schedule. In addition to flying many training flights within continental United States, it includes 260 missions to Southeast Asia, 360 to Hickam AFB, Hawaii, or Elmendorf AFB, Alaska; 156 to Europe; and 404 to either Ramey AFB, Puerto Rico, Howard AFB in the Canal Zone or Kindley AFB, Bermuda. On each of these 1,180 missions the Reservists will be carrying passengers or cargo for the Air Force and the Reserve *spirit* that says, "Conversions are difficult . . . not impossible."

Civil Air Patrol—1966



Cadet Jo Alexander reviews first flight with CAP instructor during Lawton, Okla., encampment.

1966 marked Civil Air Patrol's Silver Anniversary of service to the nation and ushered in a new aviation expansion era for this civilian auxiliary of the United States Air Force.

High among the notable achievements of 1966 was CAP's Aerospace Education Program for cadets. Readily recognized as one of the nation's outstanding academic programs, CAP felt 1966 was the time to offer greater opportunities to youth. This the organization did through expanded cadet special summer activities, which CAP will subsidize for more than $120,000 in 1967. Flying training for 148 cadets was conducted at three widely separated sites at a cost of $56,710. The 1967 program will expand to train 96 cadets in a four-week powered flight course and 88 others will undergo two weeks of training as glider pilots at a total expenditure of $92,500. Nearly 6,000 cadets attended summer encampments which were conducted at 25 Air Force bases and five Department of Defense facilities across the country in 1966. This is expected to increase to about 7,000 cadets this year at a cost to CAP of $1,900, as the cadets learn to live the day-to-day life of a regular airman.

Due to increased airlift requirements for Southeast Asia, the 1966 International Air Cadet Exchange, normally an exchange between 22 foreign nations, was limited to an exchange of cadets between Canada and the United States. Fifteen CAP cadets were hosted in Canada by the Air Cadet League of Canada. The contingent of Canadian Air Cadets visited such aerospace centers as Cape Kennedy, Houston's Manned Spacecraft Center, the Air Force Academy and the Federal Aviation Agency (FAA) headquarters in Washington. Fifty-two CAP cadets attended each of the special summer activities held annually for outstanding cadets. These are the *Aerospace Age Orientation Course* at Maxwell AFB, Alabama, the *Jet Orientation Course* at Perrin AFB, Texas, and the *FAA Orientation Course* at Will Rogers Field, Oklahoma. Also during 1966, CAP participated for the first time in the Air Force Chaplain's *Spiritual Life Conference*. Some 106 cadets received spiritual and moral guidance at six conference sites throughout the United States. This program will be expanded in 1967 to accommodate 200 cadets.

On the senior member side, plans were being drafted to negotiate an agreement with Air Force Reserve Regions on disaster operations similar to the working agreement CAP wings now have with the Aerospace Rescue and Recovery Service. The CAP Management/Standardization Program, was held in cooperation with the FAA. This vital program provides academic and in-flight indoctrination to CAP mission pilots utilizing 10 of CAP's T–34 aircraft. Seventy pilots received this training to insure safety of flight through greater proficiency and more comprehensive knowledge of air traffic control and weather.

During the year, procedures were introduced to enable senior members to receive initial flight instruction and actually learn to fly in CAP aircraft. In conjunction with this program CAP formulated plans to update its airfleet through the purchase of new aircraft. Preliminary arrangements have been made with representatives of Cessna and Piper aircraft companies to begin an ambitious program



Flight nurse, 1st Lt. Judith Drum, was "Miss Muster Day" choice of 171st Military Airlift Wing.

People...

General John P. McConnell began his second two-year term February 1, as chief of staff of the Air Force. His nomination by President Lyndon B. Johnson to succeed himself was confirmed by the Senate on January 30. General McConnell became chief of staff in February 1965, replacing General Curtis E. LeMay who retired. ◇ ◇ ◇ Major General J. S. Holtoner, vice commander, Continental Air Command (CAC), retired on January 31, after 34 years of military service. General Holtoner was presented the *Distinguished Service Medal* by Lieutenant General Henry Viccellio, commander, CAC, for his "dynamic leadership, outstanding achievements and dedicated efforts which greatly increased the effectiveness and mobilization potential of our Air Reserve Forces." ◇ ◇ ◇ Lieutenant Colonel Earl L. Higbie, 181st Tactical Fighter Group, Terre Haute, Indiana, has been credited with helping to save the life of a critically ill Virginia woman. He flew a special medicine from Indianapolis, the nearest source, to Langley AFB, Virginia, where it was turned over to a state policeman for delivery to a Nassawadox hospital, 40 miles north of Norfolk, Virginia. Master Sergeant Donald R. Westerfield readied the Air

of modernization and revitalization. Other manufacturers are expected to join the program during 1967.

These volunteer pilots set an enviable record of search and rescue achievements during 1966. CAP executed 342 SAR missions for the Air Force, flying 9,204 sorties and logged 16,704 flying hours or 80.1 per cent of all SAR sorties flown in 1966 by all agencies participating in Inland Search and Rescue operations, and 73.5 per cent of all flying hours expended on SAR. Underscoring the effectiveness of CAP's SAR program is the fact that if USAF aircraft had been utilized (and providing they were available) the cost of using C–47 aircraft would have been $2,054,592. Using CAP's aircraft, which averaged $7.50 per hour reimbursement from the Air Force on these missions, the Air Force expenditure on these inland SAR operations was $125,280 in 1966, a net savings of $1,929,312.

Many of these members are Air Force Reservists performing as CAP volunteers. More than 600 other Air Reservists served in non-pay, point-gaining activities within the organization acting as test control officers, instructors and advisers to CAP units. Many Reservists performed two-week active duty tours with CAP at flying encampment sites, aerospace education workshops and summer encampments while aircrews of the Air Force Reserve, flying C–119s, and C–124s, provided airlift for cadets and senior members attending special activities.

"Tigers" in Vietnam

Vietnam . . . "Block Time" . . . Tigers . . . 617th! That's what this story is all about.

"Block time is what Air Reserve Forces' crews race every time they land at Da Nang. If they help reduce turn around time by at least 25 per cent they get a *Tiger Award* from the 617th Military Airlift Support Squadron an active duty unit.

The Da Nang Air Base is one of the major air terminals in Vietnam and headquarters for the 617th. Its mission is to support the transport planes delivering vital military supplies.

The objective is to get these transports back in the air as quickly as possible after unloading, refueling and loading them. "Block time" begins when the ground crew wedges blocks (or chocks) against the wheels to keep the plane from rolling. It ends about three hours later when the chocks are pulled and the plane is ready for take-off on its return flight to the U.S.

To speed the turnaround process, Air Guardsmen and Air Force Reservists have been assisting the 617th cargo handlers. In appreciation, the active duty unit established the *Tiger Award*. Any crew cutting at least 45 minutes off their "block time" has an orange silhouette stenciled on their plane. When five aircrews of the same unit accomplish this feat, the unit receives a framed *Tiger Painting* on black velvet.

The first silhouette decorated a



"Tiger" is admired by (l-r) Lt. Col. D. C. Ormiston, comdr., 139th, Col. J. C. Campbell Jr., Maj. C. Argenta and Lt. Col. P. Hosegood.

C–121 of the Air Guard's 140th Military Airlift Squadron, Olmsted AFB, Pennsylvania. On December 7, 1966, an aircrew of the 139th Military Airlift Squadron, Schnectady, earned the first *Tiger Painting*. Another painting recently was presented to ANG's 158th Military Airlift Squadron, Travis Field, Georgia.

Members of the Air Force Reserve's 728th Military Airlift Squadron, March AFB, California, earned their *Tiger* by cutting an hour and one-half off the "block time". They helped the 617th men unload 16,092 pounds of cargo from their C-124, load 1,106 pounds, and fill the tanks with about 30,000 pounds of fuel.

Although many Air Reserve Forces' planes are entitled to the *Tiger Award*, some are not wearing them. They were in and out of Da Nang before the 617th artists could get their equipment out to the aircraft.

National Guard T–33 for the early morning mercy mission. ◇ ◇ ◇ In Florida, a son has replaced his father as Air Reservist of the family. Major Charles Slocum Sr. swore in his son, then retired at the end of January. Charles Jr. took basic training at Lackland AFB, Texas, and is assigned to the 421st Medical Service Flight at Orlando. ◇ ◇ ◇ The 514th Troop Carrier Wing, McGuire AFB, New Jersey, claims it has the only husband and wife non-commissioned officer team in the Air Force Reserve—Technical Sergeant Aldo J. and Master Sergeant Mildred Lospaluto. ◇ ◇ ◇ Air Force Reservist Lieutenant Colonel Matthew F. McNulty Jr. has been appointed dean of the new University of Alabama School of Health Services Administration. ◇ ◇ ◇ Major General Charles H. DuBois Jr., Missouri ANG, was appointed to a three-year membership with the Reserve Forces Policy Board. The board, acting through the Assistant Secretary of Defense (Manpower), serves as the principal policy adviser to the Secretary of Defense on matters pertaining to the Reserve components. ◇ ◇ ◇ Colonel Irwin H. Dregne, commander of the Fifth Air Force Reserve Region, received the *Joint Service Commendation Medal* for meritorious service while serving as director, African Region, Office of the Assistant Secretary of Defense for International Security Affairs. ◇ ◇ ◇ Lieutenant Colonel Herbert G. (Babe) Stribling, AFRes., died January 3. He was the last member of a boxing family that gained fame in the late 1920s and early 1930s. ◇ ◇ ◇ Pretty First Lieutenant Judith M. Drum represented the 171st MAWg., Pittsburgh, Pa., as *Miss Muster Day*. The Feb. 22 event began a nationwide program, *Operation Muster 1967*, to emphasize the significant role of the Army and Air National Guard.



◄ *An Air Guard C–97 of the 118th MAWg., Nashville, Tenn., parks near a MAC C–124 in Vietnam. ANG C–97, C–121 and C–124 crews furnish valuable support, airlifting men and supplies to Southeast Asia.*

Changing Pattern for the Air Reserve Forces

"Basic to our military strength will be the Reserve Forces, ready and capable to fight . . . along with their comrades in the active forces."



THE pattern is changing! There was a time when a crisis or national emergency meant Reserve mobilization. Now Reservists are being recognized for many contributions while in an inactive status.

The war in Vietnam has set the stage for very important contributions by members of the Air Reserve Forces. They are filling the gap left by Regulars assigned to combat. They fly cargo, airlift patients, help train paratroopers, maintain air defense and radar alert, afford tactical air support for military exercises, repair and install communications and electronics gear, provide air terminal support and augment the medical staffs at Air Force hospitals throughout the country. They also fly search and rescue missions, humanitarian airlifts, participate in USAF's Civic Actions program, and assist in testing new concepts and equipment. Reserve lawyers and chaplains in metropolitan areas and at the grass roots level, furnish legal assistance and spiritual guidance to military units, eligible servicemen, and dependents of personnel serving in Vietnam.

Reservists accomplish all this and more while in a nonactive duty status. In referring to this support, Air Force Secretary Harold Brown said, "We are now getting something like 60 percent of the effort from many of our Air Guard airlift units that we would get if we called them up. When you think about it, this is really a fantastic figure."

The airlift record of the Air Reserve Forces, both Air Guard and Air Force Reserve, presents dramatic testimony of their effectiveness and the high level of combat readiness they have achieved.

Flying C–97s and C–121s, Air Guardsmen transported 109,916 passengers and 35,866 tons of cargo during 1966. Of this, 26,386 passengers and 32,103 tons were carried in support of Military Airlift Command's mission.

During the same period, Air Force Reservists airlifted a total of 108,870 passengers and 25,706 tons of cargo using C–124s and C–119s. In addition, C–119 units provided the



▲ *At Travis AFB, Calif., passengers board C–124 of the 922nd MAGp., Kelly AFB, Texas, during operation "Combat Leave." ANG and AFRes planes airlifted majority of 122,863 servicemen who were unable to get commercial flights from July 10-Sept. 10.*

◄ *Damaged Army 'copter is loaded into C–124 of 442nd MAWg., Richards-Gebaur AFB, Mo., at Tan Son Nhut AB, Vietnam, for return to U.S. AFRes crews flew 179 trips to Southeast Asia during 1966.*

airlift capability required in the training of paratroopers and in exercises calling for the aerial resupply of infantry forces on the ground. The Reservists airdropped about 147,000 troops and 401 tons of supplies and equipment.

As impressive as these figures are, they do not reflect the personal contributions: A typical mission to Vietnam was completed recently by 13 Reservists of the 938th Military Airlift Group, Hamilton AFB, California. They were placed on active duty for 11 days to deliver 22,000 pounds of explosives, reciprocating engines and helicopter blades to the Tan Son Nhut AB in Saigon. Flying with the Reservists as an adviser was one active duty member of the MAC's 22nd Air Force. MAC supervises the training and inspection of Air Reserve Forces' airlift units.

During their trip, the 938th discovered that a 15 to 18 hour work day was quite common. Before taking off on a "leg" that requires 11 hours in the air, the crew must devote several hours to flight planning, loading and pre-flighting the aircraft. Another hour of work is required after the plane lands. Although the entire mission is accomplished with a minimum of delay, the Reservists do get a 12-hour crew rest along the route.

After unloading their cargo at Tan Son Nhut, the crew took on another load that included two aircraft engines being returned to the U.S. for repairs. Lieutenant Colonel James T. Nutley, commander of the 938th, stressed the value of this training concept: "Each trip produces double benefits. The Air Reservists gain valuable experience and at the same time they are performing a vitally important mission for the Military Airlift Command and the armed forces in Southeast Asia."

A C–124 round trip to Saigon takes about nine days and covers from 16,000 to 22,000 miles (depending upon the takeoff point in the U.S.). The route includes Travis AFB, California; Hickam AFB, Hawaii; Wake Island; Andersen AFB, Guam; and Clark AB, Philippines. From Clark they fly directly to Vietnam. The C–124s usually land at Tan Son Nhut or Da Nang, however the final destinations for the C–97s and C–121s may also be Nha Trang or Cam Ranh Bay in South Vietnam.

In spite of the record-breaking schedules the airlift crews were flying, Air National Guard and Air Force Reserve joined forces for 63 days last summer to take on the mammoth requirements of operation *Combat Leave*. In response to a Presidential request to assist military personnel, the Air Reserve Forces carried the major portion of the 122,863 servicemen accommodated from July 10 to September 10.

Referring to *Combat Leave*, General John P. McConnell, Air Force chief of staff, said, "The combined effort of your aircrews and support personnel has made it a noteworthy achievement. . . . The Secretary of the Air Force joins me in extending congratulations to all concerned for this outstanding accomplishment."

Since August 1965, Air Guardsmen have been flying aeromedical evacuation missions for MAC on a regularly scheduled basis. By the end of 1966, these aircrews, flight nurses and medical technicians had carried 9,374 patients, 7,211 passengers, and had traveled more than a million miles. Their off-shore runs along the Atlantic route take them from Newfoundland to Panama, and on the Pacific Coast from California to Alaska.

Some joint training exercises conducted in 1966 point up the type of support the Tactical Air Command (TAC) received from the Air Reserve Forces:

Eagle Prey II. Air Guard fighter and reconnaissance pilots joined forces with members of TAC and the Army's 101st Airborne Division at Fort Campbell, Kentucky, during December 5–9. Ten F–100s of the 121st Tactical Fighter Group, Lockbourne AFB, Ohio, made *hot* drops of napalm and 500-pound bombs, flew close air support missions, and simulated tactical air strikes against suspected enemy concentrations. Pilots of the 117th Tactical Reconnaissance Group, Birmingham, Alabama, flew sorties in RF–84s to furnish visual and photographic intelligence.

Clove Hitch I. Eighty AFRes C–119 crews participated in this exercise at the Marine Corps facility, New River, North Carolina, in March. With members of TAC, they airlifted 1,682 men of the 101st Airborne Division from their base at Fort Campbell to the New River drop zone for a simulated invasion. When the maneuvers ended, the Reservists transported the paratroopers and their equipment back to Kentucky. The participating troop carrier wings were the 403rd, Selfridge AFB, Michigan; 446th, Ellington AFB, Texas; and the 459th, Andrews AFB, Maryland. In other exercises, C–119 crews land infantrymen and equipment at forward combat areas, and fly resupply and courier mis-

See NEXT page



▲ *During 1966, Reservists of the 434th TCWg., Bakalar AFB, Ind., conducted a 60-day test of the "Slingshot" method of cargo delivery for the Tactical Air Command. Following a demonstration at Langley AFB, Va., Gen. Gabriel P. Disosway (l), comdr., TAC, and Maj. Gen. J. S. Holtoner, then vice comdr., Continental Air Command, were briefed by Brig. Gen. John W. Hoff, comdr., 434th, on how the system more than doubles the capability of the C–119.*



◄ *Air Reserve Forces' flying units play a major role in joint training exercises. They drop paratroopers and supplies, fly reconnaissance and courier missions, and furnish close air support to ground forces. During "Gold Rush," a composite strike force of F–84s from ANG's 180th Tactical Fighter Gp., Toledo, Ohio, flew non-stop to Alaska with the aid of KC–97s of the Air Guard's 136th Air Refueling Gp., Dallas, Tex.*

sions in addition to airlifting paratroopers to drop zones.

Humanitarian airlifts and search missions accounted for a small but important portion of the day-to-day contributions. Reservists transported emergency supplies to Phoenix, Arizona, to assist residents of communities stricken by floods. When a tornado struck the area of Jackson, Mississippi, and a blizzard swept the north central and plains states, Reserve aircrews were on the scene within hours with the equipment, medicine and supplies needed to reduce the suffering.

Throughout 1966, Air Guard pilots and radar specialists played an integral part in the air defense of the nation. Flying F–102s, F–100s and F–89s, they answered 14,545 *scramble* requests and had 36,796 successful intercepts. Five aircraft control and warning squadrons gave full-time support to Commanders-in-chief, Atlantic Fleet, Puerto Rico; the Pacific Air Forces (2 units), Hawaii, and to the North American Air Defense Command in Utah and Colorado.

Two Air Force Reserve units were commended for the support they furnished in testing new concepts and equipment; the 446th Troop Carrier Wing, Ellington AFB, Texas, for its continual participation with the National Aeronautics and Space Administration in testing parachute systems and radio location aid facilities for the *Gemini* and *Apollo* space programs; and, the 434th Troop Carrier Wing, Bakalar AFB, Indiana, for perfecting and testing an improved version of the *Slingshot* method of cargo delivery for Tactical Air Command.

No review of the Air Reserve Forces' "solid record of accomplishment" would be complete without recognizing the contributions of employers. Their understanding of the significant roles played by Reservists makes them silent partners in the *total force* concept of our nation's airpower.

The future promises a continuation of the *changing pattern* as applied to recognition of the Air Reserve Forces' activities. In a recent speech, General McConnell stressed this point: "Effective pursuit of national objectives requires, most of all, public support . . . as long as communist leaders insist on the forceful overthrow of free and peaceful governments, U.S. military power will have to remain strong to protect and defend our national interest and to share in the defense of the Free World. Basic to our military strength will be the Reserve Forces, ready and capable to fight . . . along with their comrades in the active forces."

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade positions available. For information on listed positions, write directly to the unit using address given.

KEY — **UNIT**

1. 41st Medical Service Sq., Luke AFB, Arizona, 85301
2. 162nd Fighter Gp., P.O. Box 11037, Tucson, Arizona, 85706
3. 486th Medical Service Flt., Williams AFB, Arizona, 85225
4. 144th Fighter Gp., Fresno ANG Base, Fresno, California, 93727
5. 81st Supply Sq., McClellan AFB, California, 95652
6. 303rd Aerospace Rescue & Recovery Sq., March AFB, California, 92508
7. 163rd Fighter Gp., Ontario IAP, California, 91761
8. 453rd Medical Service Flt., Patrick AFB, Florida, 32925
9. 928th Troop Carrier Gp., Chicago-O'Hare IAP, Illinois, 60666
10. 182nd Tactical Fighter Gp., Peoria AP, Illinois, 61607
11. 932nd Troop Carrier Gp., Scott AFB, Illinois, 62225
12. 181st Tactical Fighter Gp., Hulman Fld., Terre Haute, Indiana, 47803
13. 19th Medical Service Sq., Otis AFB, Massachusetts, 02542
14. 402nd Medical Service Flt., Otis AFB.
15. 305th Aerospace Res. & Recovery Sq., Selfridge AFB, Mich., 48045
16. 419th Medical Service Flt., Keesler AFB, Mississippi, 39534
17. 454th Medical Service Flt., Kirtland AFB, New Mexico, 87117
18. 914th Troop Carrier Gp., Niagara Falls MAP, New York, 14306
19. 109th Military Airlift Gp., Schenectady AP, New York, 12301
20. 904th Military Airlift Gp., Stewart AFB, New York, 12550
21. 302nd Troop Carrier Gp., Clinton County AFB, Ohio, 45177
22. 304th Aerospace Rescue & Recovery Sq., Portland IAP, Oregon, 97218
23. 937th Military Airlift Gp., Tinker AFB, Oklahoma, 73145
24. 479th Medical Service Flt., Vance AFB, Oklahoma, 73701
25. 911th Military Airlift Gp., Gtr. Pittsburgh AP, Pennsylvania, 15231
26. 473rd Medical Service Flt., Goodfellow AFB, Texas, 76901
27. 147th Fighter Gp., Box 34567, Houston, Texas, 77034
28. 182nd Weather Flt., Kelly AFB, Texas, 78241
29. 945th Military Airlift Gp., Hill AFB, Utah, 84401
30. 158th Fighter Gp., Burlington MAP, Vermont, 05401
31. 440th Troop Carrier Wg., Gen. Mitchell Fld., Wisconsin, 53207
32. 113th CAMRON, Andrews AFB, Maryland, 20331

Officer

Accounting & Finance: (Lt.) 12.
Administration: (Lt.) 12.
A/C Maintenance: (Capt.) 12, 21.
Avionics: (Capt.) 9, 21, 25, 31. (Lt.) 20.
Communications: (Capt.) 12.
Dental: (Maj.) 17. (Capt.) 12.
Education & Trng.: (Capt.) 12.
Flight Nurse: (Capt.) 12.
Food Service: (Lt.) 12.
Ground Safety: (Capt.) 9.
Intelligence: (Capt.) 12.
Maint. Engineer: (Capt.) 12.
Medical: (Lt. Col.) 3. (Maj.) 1, 13, 14, 17, 25. (Capt.) 8, 29.
Medical Admin.: (Lt. Col.) 26. (Maj.) 29. (Capt.) 12.
Medical Service: (Maj.) 20, 22, 24. (Capt.) 13, 14.
Motor Vehicle Maint.: (Capt.) 9.
Navigator: (Maj.) 21, 29. (Capt.) 11, 20, 23, 25.
Nurse: (Maj.) 1. (Capt.) 3, 11, 13, 14, 16, 19, 20, 24, 26.
Opns.: (Lt. Col.) 21. (Maj.) 12.
Personnel: (Capt.) 12.
Pharmacist: (Capt.) 16.
Pilot: (Lt. Col.) 15. (Maj.) 11, 12, 19, 23, 25, 29. (Lt.) 18.
Supply: (Capt.) 9, 12.
Transportation: (Capt.) 12, 25.
Weather: (Maj.) 28.

Airman

Administration: (TSgt.) 12, 42.
A/C Access. Repair: (TSgt.) 25. (SSgt.) 27.
A/C Elect. Repair: (TSgt.) 25, 39. (A2C) 12.
A/C Instr. Repair: (SSgt.) 31. (A2C) 12.
A/C Maint.: (TSgt.) 25, 27, 39.
A/C Radio Repair: (TSgt.) 31. (A2C) 12.
Air Freight: (MSgt.) 42.
Air Police: (A1C) 12.
Auto. Flt. Cont. Sys. (SSgt.) 15.
Baker: (A1C) 12.
Carpenter: (SSgt.) 5.
Comd. Post Spec.: (SSgt.) 12, 21.
Dental: (SSgt.) 16. (A1C) 17.
Disaster Control: (TSgt.) 9.
Flight Engineer (MSgt.) 15, 29. (TSgt). 6.
Food Svcs.: (TSgt.) 21. (SSgt.) 13.
Information: (TSgt.) 12.
Inventory Management: (SSgt.) 5. (A1C) 12.
Materiel Facility: (SSgt.) 5.
Maint. Scheduling: (SSgt.) 12, 21.
Machinist: (TSgt.) 6.
Medical: (SMSgt.) 1, 13. (MSgt.) 17, 24. (TSgt.) 16. (SSgt.) 11, 14, 20. (A1C) 8.
Medical Admin.: (MSgt.) 8.
Pharmacist: (TSgt.) 8, 11, 16, 24, 26. (SSgt.) 14, 20.
Plumber: (TSgt.) 12, 31.
Procurement: (MSgt.) 9.
Programming Tech.: (TSgt.) 31.
Radiologist: (TSgt.) 8, 16, 24, 26.
Rescue & Surv. Tech: (SSgt.) 15.
Safety: (TSgt.) 12.
Structural Tech.: (TSgt.) 5.
Supply Svcs.: (SSgt.) 5. (A1C) 15.
Training: (TSgt.) 6, 12.
Vet.: (TSgt.) 13, 14. (A1C) 3.
Weapons Maint.: (TSgt.) 12.
Weather Forecaster: (MSgt.) 12.

ANG Technician

(A/C Maint. Officer, C–11) 2, 27.
(A/C Mech., NGW–10) 12. 43151C.
(Air Elect. Supv., NGW–13) 2. 301X0.
(Avionics Officer, Ftr., C–12) 2. 3234A.
(Comptroller, NGC–12) 4. 0056/6716.
(Fire Cont. Tech., F–100, NGW–11/13) 32. 32250B.
(Flt. Simulator Tech., NGW–11/ NGWL–11) 32. 34250H/34270H.
(Flying Trng. Instr., NGC–12) 6, 10, 27.
(Metal Working Tech., NGW–10) 32. 53450/53470.
(Missile Guidance Tech., NGW–11) 7. 3165/71L.
(Munitions Tech.) 30. 316X1L and 464X0.
(Munitions & Weapons Spec., NGW–10) 12. 46250.
(Munitions & Weapons Tech., NGW–11) 12. 46270.
(Pers. Spec., NGC–5) 12. 73250.
(Supply Officer) 27. 6424.
(Weapons Cont. Sys. Mech., MG–10) 27. 322X1F.
(Weapons Cont. Sys. Tech.) 27. 32251F/32271F.
(Weapons Cont. Sys. Repairman/ Tech., NGW–12–14) 2. 322X1F.
(Weapons Mech., NGW–10) 32. 46250/46270.
(Welder, NGW–11) 32. 53250/53270.

Intelligence Specialists

Officers and airmen: If you have had experience in one of the career fields listed below, there are many interesting positions open in these general locations: California; the Denver area; the Seattle-Tacoma section of Washington; the Chicago-Detroit-Indianapolis region; and the New York-Philadelphia-Washington, D.C. area. The specialties and highest grades available are: 8054, Intelligence (foreign language capability desirable)-Maj.; 2895-H, Technical Intelligence-Maj.; 1575, Electronic Warfare-Capt.; 9326, Med. (general)-Capt.; 20370, Foreign Language-MSgt.; and 20490, Intelligence-SMSgt.

For details, write to: Reserve Affairs, 1127th USAF Field Activities Gp., Ft. Belvoir, Va. 22060.

Liaison Officers

The 4th through 9th Congressional Districts of Tennessee need *Air Force Academy Liaison Officers*, non-pay, captain through colonel to represent the Air Force Academy. Write: Liaison Officer Coordinator, 5116 Longacre, Memphis, Tennessee, 38128.

the air reservist
Vol. XIX—No. 2 March 1967

Air National Guard
Air Force Reserve Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

Maj. Gen. Richard S. Abbey
Ass't Chief of Staff Reserve Forces, USAF

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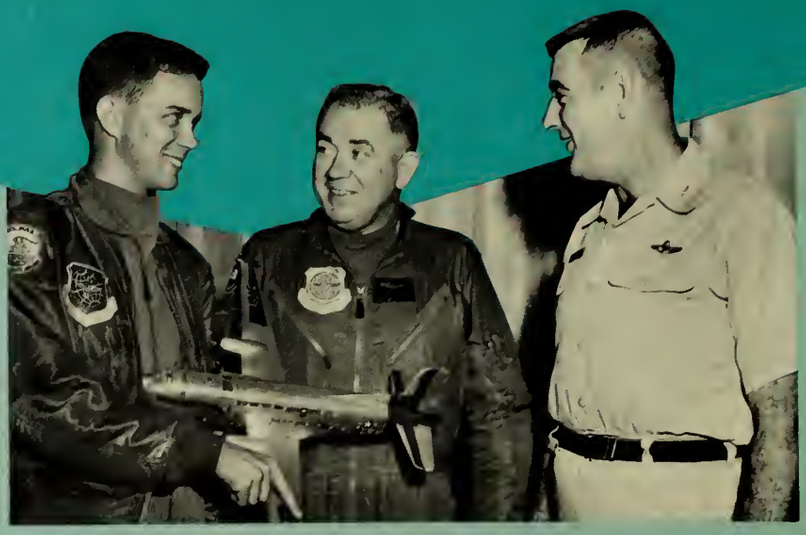
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The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER . . . highlights one problem faced by AFRes units converting to C–124s. Size! Nose docks solve this, but there are other problems. (page 8)

reserve camera



Maj. A. B. Post Jr. (c) and son, A2C A. B. Post III, show Col. W. A. Willis (r), comdr., 917th MAGp., Barksdale AFB, La., where Viet Cong snipers hit their C–124 as they left Saigon, Vietnam, during recent airlift mission.



▲ *Capts. R. Westerberg (l) and V. Nutter, F–86 pilots of the 174th Tactical Fighter Gp., Syracuse, N.Y., anticipate the "sunny South" as their unit heads for MacDill AFB, Fla., for "summer" training in Feb.*



▲ *Maj. Gen. G. S. Boylan Jr., Military Airlift Command, discusses Reserve Forces matters at recent meeting with Continental Air Command officials. (l-r) Lt. Cols. G. Wolf and W. Huxley, CAC, and Col. R. Cagle and Maj. L. Fergus of MAC.*



◄ *USAF's "Citation for Support of the Air Reserve Forces" recently was awarded to the Arkansas Division of the Okla. Gas & Electric Co. (l-r) Brig. Gen. F. Bailey, c/s Ark. ANG, company officials D. Kennedy and J. Mailer, and Brig. Gen. I. G. Brown, asst. chief, NGB, Air.*

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THE TECHNICIAN

BIG MAN IN THE AIR GUARD!

AIR TERMINAL SQUADRONS

THEY MOVE MOUNTAINS



WASHINGTON REPORT....

THE CONTRIBUTION of American reserve forces in insuring the safety of the nation was cited by Deputy Secretary of Defense Cyrus Vance. In a memorandum to all service secretaries, Mr. Vance "noted with pride and satisfaction," the increasing role and important contributions which the ready reserve units make in supporting and assisting the active forces.



Vance

"Despite the fact that we have deployed nearly a half million men of our active forces to Southeast Asia, our capability for meeting treaty commitments and reacting to other contingencies elsewhere in the World has not diminished.

"This is primarily because we have retained our reserve forces as a ready force in being and have increased their strength and readiness to respond promptly when and where needed," he said.

Mr. Vance stated the size and capability of U.S. reserve forces are powerful factors in:

- Reflecting the determination of the United States to remain militarily strong in order to fulfill political and military commitments.
- Deterring political and military actions by foreign nations which would be inimical to U.S. national interests, and,
- Providing a credible military foundation for U.S. political and diplomatic actions in international affairs toward the attainment of U.S. national objectives.

"Please convey to the men of the ready reserve my recognition of the job they are so ably doing," Mr. Vance requested the Air Force. Upon receiving the memorandum, Secretary of the Air Force Harold Brown added: "The members of our Air Reserve Forces are highly deserving of this recognition of their patriotism and dedication."

Non-prior Service Enlistment Priorities

IN A REVISION of enlistment policy, Department of Defense has directed the USAF and other military departments to implement the President's instruction contained in his message on Selective Service, "...to give priority to Reserve enlistees under draft age (young men 17 to 18½ years of age) to encourage a maximum number of volunteers who are not immediately draft liable."

Draft deferments will continue to be authorized for all Reservists who are required to fill specific vacancies in Air Reserve Forces' units so long as they participate satisfactorily. The new procedures will direct that:

- Among non-prior service applicants for initial enlistment in the ANG and AFRes, priority will be given to those between the ages of 17 and 18½.
- Non-prior service applicants for enlistment who are over 18½ may be enlisted only after unit commander determines that other personnel are not available.
- It shall be normal practice to accept the earliest applicant for enlistment who meets the minimum qualifications for a vacancy and whose availability to serve with the unit is reasonably assured. Exceptions to this policy may be made when an individual's prior active or reserve military service or significant civilian experience in the occupational skill concerned warrants it. Regardless of the order in which they apply, however, all other applicants will be given priority over non-prior service individuals who are over 18½ years.

Your husband is an important member of the Air Force "team."

And, so are you. . . .

A WORD TO THE WIVES

"What does your husband do as a Reservist?"

Recognize the question? Sure, you've probably answered it dozens of times for friends, relatives and others.

In the spirit of camaraderie we offer a bit more ammo—in the unlikely event you haven't kept up with the times.

Let's take a closer look at the job your husband is doing for the Air Force. . . . a job of which you can be real proud.

Not very long ago, the Air National Guard and the Air Force Reserve were just about the first consideration when serious problems arose. They represented well-trained *Citizen-Airmen* who were kept on tap, ready to defend their country in *emergencies*.

When the emergencies came (Berlin, 1961 . . . Cuba, 1962 . . . the Dominican crisis, 1965), they were ready, responding within hours. Secretary of Defense Robert S. McNamara termed their support, "Fantastic."

They also proved their readiness in humanitarian missions, carrying life-sustaining supplies to communities ravaged by floods, forest fires, hurricanes and earthquakes.

Now, Reservists and Guardsmen are filling the gap left by their active duty counterparts assigned to the priority requirements of the war in Southeast Asia. They're doing this without mobilization. Some examples:

Air National Guardsmen and Air Force Reservists fly their big transport planes to all points along the Military Airlift Command's global routes. Their support is not limited to weekends or summer encampments. Every day of the week they are transporting passengers and vital supplies to overseas destinations. Last year, Air Guardsmen carried 108,509 passengers and 33,002 tons of cargo while Air Force Reservists handled 25,707 tons and 108,870 passengers. In addition, Reservists flying C-119s dropped 147,028 paratroopers and 401 tons of supplies and equipment.

Air Guardsmen also made a vital contribution during project *Fast Race*. When word came that the U.S. military establishment in France would have to be removed quickly, it posed a problem. Much of the equipment consisted of complex and costly communications and electronics gear. Moving it would require the technical knowledge of specialists. It was a bigger job than the active duty troops in Europe could handle without letting other high priority jobs slip. Help came from the Ground Electronics Engineering Installation Agency (GEEIA) Air Guardsmen. More than 225 volunteers accepted up to three months of active duty. Many traded Christmas holidays with their families for the mud, sleet and isolation of midwinter France. They entered *Fast Race* and won. Every piece of American equipment scheduled for removal was transferred before the deadline set by France's President Charles de Gaulle.

These are but a few examples of the kind of day-to-day support your husbands are giving. There are many others, for they are not trained just to fly airplanes or service equipment.

It takes skilled ground crews to keep the planes available for the many transoceanic flights . . . administrative specialists must be familiar with a variety of office machines including computers and data processing equipment . . . cargo handlers must be able to process passengers and operate the complex conveyors used to move the tons of supplies to and from planes.

The Air Reserve Forces also require the services of professionals. Doctors and nurses, and their staffs of medical specialists, are positioned at bases throughout the nation. They tend to the requirements of their units, help reduce the workload of their counterparts at active duty hospitals, and are available to furnish emergency treatment during and after natural disasters . . . flight nurses and their assistants play an active role in aeromedical evacuation. They accompany patients being transferred by air, providing comfort and medical attention while in flight . . . lawyers and clergymen furnish free legal and spiritual counseling to eligible members and their dependents. They are located throughout the country and are an especially valuable resource in communities that are far from an active duty base.

Here's something else to talk about . . . dollars. It costs a sizeable amount to train a military man. If he leaves active duty service, the result is some financial loss; but, if he joins the Air Reserve Forces those skills are again put to good use. And, the cost of using those skills is low.

There are four rules to remember when looking for a good investment; it must be secure, have a reasonable probability for success, meet the needs of investors, and promise a satisfactory rate of return. The Air Reserve Forces meet these criteria.

It has been estimated that the Air Force is getting as much as 60 per cent of the support from its Air Reserve Forces as it would if they were on full-time active duty. Compare this with the minimal cost of maintaining an Air Guard and Air Force Reserve and you've got a real bargain.

One last point. Now that we've described some of the jobs your husband is doing, there's one other person who deserves a lot of the credit . . . YOU. Without your understanding and ability to manage family affairs in his absence, he wouldn't have the peace of mind required to concentrate on the important job he performs as a member of the Air Force team.

Major General Richard S. Abbey, assistant chief of staff for Reserve Forces, put it this way: "It is the sum total of us all who make up the Air Force. Our combined efforts produce the single effect—Air Power."

Next time someone asks what your husband does as a Reservist . . . *give 'em both barrels* then, step back and take a bow.

THE TECHNICIAN:

BIG MAN IN THE AIR GUARD!

By Maj. Corb Sarchet *DCARNG*

Technicians are vital members of the Air National Guard. Our May issue will highlight the equally significant contributions of the Air Force Reserve Technician.



Security: *Air policeman guards flight line.*

[*Adapted by the author from a previous work—"The Technician: Big Man in the Guard," The National Guardsman, January, 1967.*]

THOUSANDS of Air National Guardsmen labor full time in key roles in the Nation's defenses or in maintaining units in a high degree of combat readiness.

They stand duty at every Air National Guard facility in 50 States and Puerto Rico, and some man aircraft in missions which take them throughout the world.

Clothed in Air Force Blue, they look no different than active Air Force personnel and do essentially the same type work. But they're not on active duty, not even active duty for training.

They're Technicians, Air National Guardsmen whose *civilian* occupations are working full-time for their Air National Guard units. And the Technician is a big man in his unit.

The Technician does many jobs. He may be officer or airman. He may be a pilot or a parachute rigger. In fact, the 16,600 Technicians carry out some 260 different tasks.

It's these many and varied duties which give today's National Guard the ability to maintain the highest level of operational readiness.

Jet fighter and reconnaissance squadrons can deploy overseas into combat with 24 hours notice. Transport squadrons daily fly priority cargo missions into the Viet Nam combat zone. Air defense squadrons have armed interceptors ready to leap into the air in minutes to combat aerial invaders. Aircraft control and warning squadrons maintain 'round-the-clock radar watch against aerial attack.

Key positions which must be manned to provide these units with this high operational capability are filled by Technicians. This enables the units to maintain peacetime operations and quickly go into war status fleshed out by its other members.

There are some 650 female Technicians who fill mainly clerical and stenographic positions. They are not members of the Air Guard . . . the only exception to the requirement that Technicians be members of the Guard.

When the program began back in 1916, the first "full-timers" were stablemen who tended the Guard's cavalry mounts between drills. Some of this *caretaker* concept still holds true today; nearly 8,600 of the Technicians are in the maintenance field, but today they maintain highly complex equipment which is used daily. An equal number of Technicians perform more operational type duties, which give their units that "ready now" capability.

Today's Technician is highly skilled. If he didn't bring his skill with him from a civilian job, he has received highly technical training from the military or on the job. He usually has a wealth of prior military experience with the active forces.

The Technician usually holds a key military assignment in his unit and may even be its commander. Because the Technician must be a Guardsman (except in the case of female Technicians), they have a greater sense of involvement in the affairs of the Guard. After all, someday they may have to go into combat with their unit.

what Technicians do . . .

Technicians are provided in the minimum number necessary to meet day-to-day unit operations of the Air National Guard. This naturally means key military positions must be filled by the Technicians if the unit is to be completely operational.

The Air Guard, with its highly sophisticated and complex aircraft, and composed largely of units requiring a large day-to-day operational capability, has one out of every five Guardsmen on its full-time payroll. There are 16,600 Technicians supporting the 81,000 members of the Air Guard force.

The highest Technician manning in the Air Guard is found in the Air Defense units. There, where a group's runway alert mission requires it to have its nuclear-armed F-102 jet fighters ready to leap into the sky in minutes,

there are 200 "full-timers" among the unit's 926 members.

The Air Defense missions typify roles which the Technician/Guardsman can carry out at least as well as Active Forces—in some established instances, even better.

The Guard can perform many of these operational missions in peacetime more economically than can the active forces, which must maintain support personnel to provide housing, messing, laundry and other services, as well as sufficient personnel to carry on sustained combat operations. In the Guard program, the Technician provides his own services and the added *reserve* force of part-timers goes about their civilian life until the whistle blows.

The jobs the Technicians do are as varied as the missions assigned the Air Guard. About 60 percent are oriented toward the long-time function of looking after Federal property on loan to the National Guard . . . the chores of supply and maintenance.

The biggest grouping is the 8,600 mechanics of all types, but Technicians range in numbers down to the solitary waterborne specialist who operates a crash/rescue boat for Puerto Rico's Salinas Gunnery Range.

In the flying units, there are 200 flying instructors. The Military Airlift units also include navigator, loadmaster and flight engineer Technicians. They are regularly in the air, either checking out Guardsmen who are in a training status, testing the equipment, or performing operational missions, such as airlifting cargo throughout the world aboard the Guard's four-engined aircraft as part of training missions or Southeast Asia support missions.

Many Air Guard commanders work at their jobs full-time. The wing or group commander often is the base detachment commander, a Technician position. Key staff positions often are filled by Technicians, since the civilian and military positions run parallel.

Not all Air Guard units are heavily staffed with Technicians. There are only nine Technicians in each of the Ground Electronic Engineering Installation Agency (GEEIA) units, 'though skill levels in those units—full-timers and part-timers alike—are extraordinarily high.

Over and above the Technician staffing of its units, the Air Guard program employs full-timers in some special situations. Some 478 Technicians man fixed Aircraft Control & Warning (AC&W) radar stations in Colorado, Utah, Puerto Rico and Hawaii, where they maintain 24-hour surveillance of the airspace and provide Ground Control Intercept (GCI) coverage in the Air Defense Command system.

In Hawaii, the Technicians in the Air Guard AC&W and F-102 fighter-interceptor units and the Army Guard Nike-Hercules missile sites team-up to maintain the total air defense of the 50th State.

Guard Technicians also operate and man control towers in several locations and maintain navigation aids in several flying facilities jointly shared with either the Federal Aviation Agency or the Air Force. Five Air Guard training sites—at Gulfport, Mississippi; Travis Field, Georgia; Otis AFB, Massachusetts; Volk Field, Wisconsin, and Alpena, Michigan—are maintained and operated year-round by 113 Technicians. The same applies to the five Air Guard gunnery ranges, each manned by five to seven Technicians, including the range officer and target scorers, at Alpena; Volk Field; Camp Atterbury, Indiana; Warren Grove, New Jersey, and Salinas, Puerto Rico. The range Technicians must be a flexible lot. Their working schedule is tied directly to the requirements of the Air Guard units which must use the range. Some work weeks go on and on without a break as the jet fighters make their firing and bombing passes around-the-clock.

"professional competence . . ."

Major General James F. Cantwell, president of the National Guard Association, recently stressed the significant role of the Technician: ". . . the National Guard's present unparalleled level of combat-readiness reflects the professional competence and dedication of this corps of career Guardsmen. Without detracting in the slightest degree from the sacrifices and exceptional accomplishments of the part-time people in our force, we can grant our full-timers much of the credit for creating and maintaining the unprecedented effectiveness which the Guard enjoys today."



Maintenance: *Crewchief pre-flights Colorado F-100 as other technicians clear snow from runways.*

Gunnery: *Range Officer Lt. D. A. Collado, Puerto Rico, plots dive bomb hits (lower-left).*

Instructor: *MSgt. Frank Kroeker of Hutchinson, Kans., briefs pilots on intricacies of J-65 jet engine.*





NEWS BRIEFS

Air Force Association convention roundup

Tradition was shattered in San Francisco, last month. That California city, long-considered a "Navy" port, hosted Air Force Association's 21st Anniversary Convention, March 14-17.

Among the AFA events were: a banquet honoring Air Force's 22 *Outstanding Airmen*; luncheons for the secretary of the Air Force and the chief of staff; symposiums, including that of the Air Reserve Forces; and the traditional *Honors Night*.

Representing the Air National Guard at the *Outstanding Airmen* banquet was Chief Master Sergeant LeRoy D. Robbins, 132nd Combat Support Squadron, Des Moines, Iowa. His Air Force Reserve counterpart was Technical Sergeant Evan N. Hale, 304th Aerospace Rescue and Recovery Squadron, Portland IAP, Oregon.

Moderator for the Air Reserve Forces Seminar was T. Edward Braswell, counsel for the Senate Armed Services Committee. Panel members were: Lt. Generals Thomas P. Gerrity, DCS/Systems and Logistics; Jack G. Merrell, Comptroller; and Horace M. Wade, DCS/Personnel. Also, Major Generals Bertram C. Harrison, director, Manpower and Organization, DCS/Programs and Resources; and George B. Simler, deputy director, Operations, DCS/Plans and Operations, Hq. USAF.

Honored during the seminar were the 190th Tactical Reconnaissance Group of Hutchinson ANG Base, Kansas, *ANG's Outstanding Flying Unit of 1966*; Air Force Reserve's 440th Troop Carrier Wing, Gen. Mitchell Field, Wisconsin, *Outstanding Air Force Reserve Flying Unit*; and a 302nd Troop Carrier Wing aircrew, Clinton County AFB, Ohio, recipient of *AFA's President's Trophy*.

During the convention, ANG convened its annual Commander's Call, addressed by Major General W. P. Wilson, chief, NGB; Brigadier General I. G. Brown, assistant chief, NGB, Air; and others. Continental Air Command also held its Commander's Conference during which Lieutenant General Henry Viccellio, CAC Commander, presented the *Loening Trophy* to the 940th Military Airlift Group of McClellan AFB, California.

Outstanding: *AFA selected 302nd TCW'g aircrew for "President's Trophy." (l-r top) Majors P. R. Priday, J. K. Riddle and J. A. Madru; and SSgt. L. F. White and TSgt. W. E. Allen.*



"Fast Race" volunteers are commended

Air National Guardsmen from Ground Electronics-Engineering Agency units located in 13 states have been commended for their efforts in project *Fast Race* by General David A. Burchinal, deputy commander-in-chief, U.S. European Command. During *Fast Race*, U.S. communications and electronics equipment was relocated from France within a three-month period. Some 225 Air Guard GEEIAmen participated voluntarily, many sacrificing Thanksgiving and Christmas holidays at home.

In his letter to Major General Winston P. Wilson, chief, National Guard Bureau, General Burchinal said, "The responsiveness of the Guard personnel in adapting to the demanding environment of our accelerated withdrawal and the professionalism demonstrated by these men deserve the highest credit."

Air Force Reservists film mission to Saigon

"Stay Above 5,000 Feet." This is the title of a new color slide film production of a 442nd Military Airlift Wing mission to Vietnam, produced by the wing's information office at Richards-Gebaur AFB, Missouri. It is anticipated that the film soon will be shown to civic, fraternal, educational and social organizations throughout the Middle West.

The slide presentation that began last year, *Operation Strobe Light,* became a special project of the wing information office. During the 1966 summer encampment, Major Albert J. McGill and Airman Second Class Donald Ensley, accompanied a 442nd crew on an airlift mission from Richards-Gebaur to Tan Son Nhut AB, Saigon. They photographed the entire trip on still and motion picture film. Airman First Class Murrel Bland and Second Class Mike Miller later filmed additional color sequences at the unit's home base.

"Stay Above 5,000 Feet" refers to the key phrase in a combat briefing given to aircrews arriving at Clark AB in the Philippines, en route to Vietnam. Briefers strongly emphasize that the only defense unarmed transports have while flying into the combat zone is to stay "out-of-range" of ground fire until they are actually ready to land.

Recently, the presentation made its premier showing at the Continental Air Command Information Conference at Robins AFB, Georgia, where one of the viewers was Major General E. B. LeBailly, director, Office of Information, Hq. USAF.

The script, written by Major McGill, stresses the role of Air Force Reserve military airlift wings which are providing an important capability in direct support of U.S. efforts in Vietnam. In 1966 alone, 179 trips were made across the Pacific by Air Force Reserve *Globemasters* which carried 5,393 tons of cargo and more than 1,000 passengers.

Motion picture footage recorded by Airman Ensley during *Operation Strobe Light* also is being readied for public viewing.

Medical specialists get new insignia

Chief and Senior Medical Specialist insignia, an addition to the basic medical badge, is authorized for eligible Medical, Dental and Veterinary Corps members of the Air Reserve Forces.

Chief ratings (star and scroll) identify specialists who have been certified by and are in good standing with the American Specialty Board. Those in this category may wear the insignia immediately.

Senior ratings (a star) indicate specialists who have completed the formal training requirements of a specialty board but have not been certified. Medical specialists who consider them-



Citation of Merit: *Sen. John C. Stennis (c) with ANG recipients 1st Lt. C. Burnham, 183rd and MSgt. T. Wheeler, 197th.*

selves eligible may apply for authorization to add the star to their insignia. The letter of application must be accompanied by a complete record of post-doctoral training and certified by the base personnel officer.

Applications from Air Guard specialists should be directed through channels to: Chief, National Guard Bureau, ATTN: NG-AFPO, The Pentagon, Washington, D.C., 20330.

Air Reservists must apply to: Command Surgeon (SUR), Headquarters Continental Air Command, Robins AFB, Georgia, 31093.

The medical insignia will not be worn if the surgeon or nurse aviation badge is authorized.

Air Guard cited for Vietnam support

Twenty-five airlift squadrons of the Air National Guard have been honored with *Citations of Merit* by the National Guard Association of the United States (NGAUS). The units were cited for flying military equipment and personnel to South Vietnam, Australia, Japan, Europe, Africa and other parts of the globe in support of the armed forces.

The awards were presented individually to representatives of the 25 squadrons by the Hon. L. Mendel Rivers, chairman of the House Armed Services Committee, and Major General James F. Cantwell, president of NGAUS. The ceremony was held February 27 in the Armed Services Committee hearing room, Washington, D.C.

Later, during a press luncheon, the squadron representatives heard Senator John C. Stennis, chairman of the Senate Preparedness Investigating Subcommittee, commend the airlift units.

Air Guard airlift units made more than 2,500 overseas flights last year in augmentation of the Military Airlift Command. Their cargo consisted of some 32,000 tons of vital military supplies and 26,386 military passengers. Nearly 900 of the flights were made in direct support of the operations in Southeast Asia.

Among those present was Lieutenant Colonel Earl W. Blake, a master navigator of Oklahoma's 125th Military Airlift Squadron and a veteran of 16 flights into Vietnam—the most by an Air Guard officer. He departed for his 17th trip immediately following the press luncheon.

"Red Baron" teams to recruit pilots

Snoopy, a World War I "ace" (comic strip "Peanuts") has given his support to the Air National Guard for an intensive pilot recruiting program, operation *Red Baron.* Using the cartoon hero's pursuit of the elusive *Red Baron* as a theme, the Air Guard will contact and attempt to sign up as many as possible of the approximately 1,600 skilled pilots expected to be leaving the active Air Force during this year.

Under the program, *Red Baron* teams will contact pilots approximately 30 days before they are scheduled for voluntary release from the Air Force. Subsequent interviews will follow once the separatee has taken up a permanent residence.

The National Guard Bureau has requested each state adjutant general to appoint a senior rated staff officer to direct the project within his state.

In addition, the bureau has designated ANG flying units throughout the United States, the District of Columbia and Puerto Rico to establish contact with specific USAF bases. Each of the units will form *Red Baron* teams composed of at least two air technicians—one a rated officer on flying status and the other an officer or noncommissioned officer of the personnel field.

During personal interviews with pilots, the teams will explain ANG's organizational structure and operations, and stress the benefits of flying with the Air National Guard, including retirement and promotion opportunities.

Indiana's 434th tests "timing point" system

The Air Force Reserve's 434th Troop Carrier Wing did it again. Last year they tested their improvements on the *Slingshot* method of cargo delivery . . . recently, they tested their *Timing Point System.*

Brigadier General John W. Hoff, commander of the Bakalar AFB, Indiana, unit, describes the system as reducing the number of navigators required for paratrooper or cargo drops from C-119s. Before, each plane carried a navigator. Now, only the lead and deputy lead plane of a three aircraft formation carry one.

Before takeoff, the lead navigator briefs pilots on crucial timing points. As they near the drop zone, he radios corrections to the pilots who give the jump or drop command.

A backup navigator is required to insure completion of the mission in case the lead plane is disabled.

See NEWS page 10

Briefing Officer: *Capt. John Wood, at Clark AB, Philippines, warns Vietnam-bound aircrews during filming of Saigon mission: Stay above 5,000'.*







Passenger Service: *In addition to processing passengers and furnishing flight information, members of the 83rd ATSq. work closely with fellow Reservists of the air freight section in the handling of baggage.*

AIR TERMINAL SQUADRONS: THEY MOVE

Fleet Service: *Members of the 84th ATSq. prepare to stock an outgoing plane with food, beverages.*



MEDICAL supplies . . . ammunition . . . combat equipment . . . spare parts. . . . It takes a mountain of material to support the fighting forces in Southeast Asia.

Who moves these mountains? The Regular and Reserve cargo handlers of the Military Airlift Command's air terminal squadrons do, and they make sure priority items are loaded aboard MAC's planes for quick delivery to the fighting fronts.

All items needed by the combat forces are given top airlift priority and are designated *Red Ball* cargo. They are first to leave MAC's big ports of embarkation.

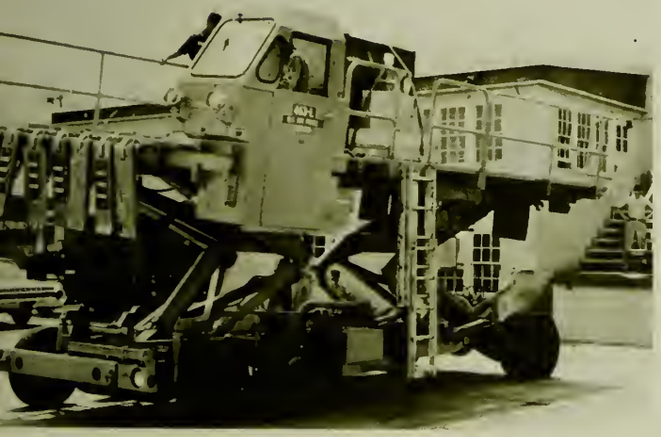
The major burden of handling passengers and cargo being shuttled between the U.S. and Southeast Asia is borne by the California air terminals at Travis and Norton, and Hickam AFB, Hawaii. Under the concept of maximum utilization, most of the Reserve units conducted their summer encampment at one of these terminals.

While training with the 61st Military Airlift Wing at



Load Planning: *Reservists of the 90th ATSq. team with active duty personnel to speed high priority cargo through air terminals.*

Air Freight: *Specialists of the 82nd ATSq. operate modern and complex equipment such as the self-propelled "25-K Loader."*



OUNTAINS

Hickam, two squadrons received awards for superior performance. The 92nd was named the outstanding Reserve unit of MAC's 21st Air Force, and the 83rd received a similar citation from the 22nd Air Force.

During the presentation ceremony, Major General George B. Dany, commander of the 22nd said, "It gives me great pleasure to join in paying tribute to an outstanding Air Force Reserve organization, the 83rd Air Terminal Squadron. The recognition your unit has achieved in receiving the Military Airlift Command plaque strongly attests to the personal motivation and dedicated efforts of all its members."

Lieutenant Colonel Alton R. Smith, an active duty officer at Travis AFB, indicated his respect for the capabilities of the 84th Air Terminal Squadron: "These men have really helped us. When they arrived, we were having trouble keeping up with the flow. Now we are not only keeping up, but we have been able to reduce our workload."

Less than one year ago, Norton AFB was converted to a port of embarkation to relieve Travis of some of its Southeast Asia workload. MAC's 601st Military Airlift Support Squadron was given the task of setting up air terminal operations at the former Air Force Logistics Command base. However, the 601st was undermanned and needed help. It came from the 82nd Air Terminal Squadron. The entire unit was airlifted to Norton where the specialists pitched in to handle the movement of cargo during their two week tour of active duty and on training weekends.

Lieutenant Colonel Arthur H. Haaf, commander of the 601st, gives much credit to the officers and airmen of the 82nd for their professional support during the early months following Norton's conversion to an air terminal.

"It's nice to be appreciated," says Major Phillip Black, the 82nd's commander, ". . . we feel that, as a unit, we can now repay some of the time, money and effort spent to train us into the qualified work force we are today."

Throughout operation *Combat Leave*, each of the Reserve air terminal squadrons made a significant contribution, assisting in processing many of the 122,863 servicemen who were unable to get reservations on commercial air carriers.

There are 12 air terminal squadrons in the Air Force Reserve. They are: 81st, Charleston AFB, South Carolina; 82nd, Travis AFB, California; 83rd, Portland IAP, Oregon; 84th, Greenville, South Carolina; 85th, L. G. Hanscom Field, Massachusetts; 86th, McChord AFB, Washington; 87th, McClellan AFB, California; 88th and 89th, McGuire AFB, New Jersey; 90th, Homestead AFB, Florida; 91st, Chicago, Illinois, and the 92nd, Wyoming, Pennsylvania.

About 1,000 personnel are assigned to these units. MAC supervises their training and inspection and is their gaining command in the event of mobilization. The training standards for Reservists are the same as those for their active duty counterparts. During weekends and summer encampments, they work with Air Force specialists in each phase of the air terminal mission:

Air Freight Section. The primary function of these specialists is the loading and unloading of cargo. They also prepare shipping documents, airbills, destination labels and pre-load manifests. The equipment they use ranges from typewriters to the electronic control panels of the consoles which operate the 463–L automatic cargo loading system. They also work with heavy equipment such as the rollerized 40–K and self-propelled 25–K loaders, and forklifts capable of moving up to 10,000 pounds of material.

Passenger Service. This section prepares manifests, checks forms, processes baggage, furnishes information desk service, briefs and debriefs passengers, assists customs agents, and tends to the needs of passengers requiring special attention.

Fleet Service. A 14-hour "leg" of a flight across the Pacific is not unusual. Aircrews and passengers require food, blankets, pillows, water and other in-flight comforts. After landing, the planes' interior must be cleaned and the aircraft stocked for the next leg. These functions are accomplished by the Fleet Service personnel.

Load Planning. This section is the nerve center of an air terminal squadron. It coordinates all actions with each of the other sections and during emergencies functions as the unit's command post. Load Planning personnel work with the aircrafts' loadmasters to plan the placement of passengers and cargo. They make sure all space is used to the best advantage and pay particular attention to the distribution of weight. Each piece of freight is assigned a specific area depending upon its size, weight, and point of delivery.

NEWS BRIEFS



Operation Coldwind: *A combat-equipped paratrooper jumps from 434th TCWg. C-119.*

Reservists support Blue Berets

A *cold wind* is not unusual during February in Indiana, but when it is accompanied by *Blue Berets* . . . it's a news item.

The Air Force Reserve's 434th Troop Carrier Wing, Bakalar AFB, Indiana, flew day and night missions for Air Force *Blue Berets* during operation *Coldwind* in February.

During the 10-day exercise at Bakalar and Camp Atterbury, Indiana, combat control teams of guerrilla fighters from Lockbourne AFB, Ohio, and McGuire AFB, New Jersey, practiced parachuting from C-119s into "unfriendly" territory and directing air traffic to the drop zone.

Blue Berets are trained to infiltrate an area, set up and operate miniaturized radios, radar and other signaling devices, and defend their position until they have directed assault aircraft over the drop zone. Using basic meteorological equipment, the teams are able to relay vital weather information to pilots. They must be prepared to "drop in" by parachute from altitudes below 1,000 feet or from heights of several miles, delaying their parachute openings until near the ground.

To increase *Coldwind's* training value, a drop zone unfamiliar to both aircrews and combat control teams was selected. Members of the 434th ended their participation by transporting the *Blue Berets* and their equipment back to Lockbourne at the conclusion of the exercise.



Gen. Maroun

General Maroun joins top policy advisers

Major General Autrey J. Maroun (U.S. Army) is a recent addition to the Secretary of Defense's top level staff of Reserve Forces policy advisers. He became Deputy Assistant Secretary of Defense (Manpower) for Reserve Affairs in December 1966.

With more than 31 years of commisioned service, the general recently stated he is most favorably impressed with the many contributions all Reserve components are making to national defense and with their motivation, dedication, professionalism and positive attitude.

In his present assignment, he assures Reservists that the strengths and capability of the Reserve Forces are receiving continuous and dynamic attention with one primary objective in mind—to have these forces ready for mobilization when and if the call to arms becomes necessary.

Colorado OCS turns airmen into officers

[*Here's an example of inter/intra-service cooperation. This article about Air and Army National Guardsmen was written by an Air Force Reservist, First Lieutenant William D. Hobbs, an M-Day information officer with the Military Airlift Command.*]

Army and Air National Guardsmen standing side by side! That's the way it is at the Colorado National Guard Officer Candidate School.

This unique school at Camp George West, Golden, Colorado, has been enrolling high caliber enlisted men from both the Army and Air National Guard since 1961. Although several states now have a mixed OCS, Colorado was the first to develop such a program.

"There are few born leaders," says Captain Richard E. Hatten, commandant of the school. "Most are developed."

The curriculum provides a basic military education which qualifies the student to become a leader; it also establishes a strong foundation for further schooling.

Subject matter is similar to that of

Unique OCS: *Candidates Martin Tobin (l), ANG, and John Plake, ARNG, pose with commandant of joint Army-Air Guard school, Capt. Richard Hatten.*



POSTURE 68-72



[Following are excerpts from Secretary of Defense Robert S. McNamara's Posture Statement on fiscal year '68-'72 Defense program and FY 1968 Defense budget to the Senate Armed Services Committee and Sub-committee on Department of Defense Appropriations.]

Air National Guard

The FY '68 budget provides an end year paid drill training strength of 84,800 for the Air National Guard, about 2,100 higher than the number estimated for the end of the current fiscal year. As in the case of the Air Force Reserve, the Guard was authorized additional spaces in FY '66 and FY '67 to raise the manning levels of one tactical air control group, nine F–100 fighter squadrons, and four RF–84 tactical reconnaissance squadrons to 100 per cent authorized strength and these authorizations have been extended through FY '68. In addition, the Guard's C–124 squadrons also will be manned at 100 per cent of authorized strength, the fixed aircraft control and warning, and selected airlift and weather service units will be provided a C–1 readiness manning level and most of the other units a C–2 manning level.

A number of changes have been made in the planned equipage of ANG squadrons, most of them related to changes in the active structure. The Guard will retain more F–84s and F–86s longer in order to offset delays in the transfer of F–100s and F–105s from the active forces. The Guard will have 547 tactical fighters at end FY '67 and this number is scheduled to increase modestly in future years.

We had previously planned to transfer almost all of the F–100s to the Air National Guard on a schedule that would have eventually left only one squadron in the active force. Now, because of force changes related to the Vietnam conflict, we plan to retain these aircraft in the active force an extra year. These changes will not affect the nine squadrons of ANG F–100s which are now being maintained in a fully ready status through FY '69, giving us an important "backup" capability if it should be needed.

The number of F–105s in the active force is projected to decline, and ultimately these aircraft will be phased into the Air National Guard.

Air Force Reserve

For the Air Force Reserve, the FY '68 budget provides an end year paid drill training strength of 44,800 compared with 49,900 estimated for end FY '67. As you may recall, in August 1965 we raised the manning levels of the eleven C–124 groups to 100 per cent of authorized strength. In FY '68, there will be a total of nineteen C–124 groups in the Reserve, all programmed for 100 per cent manning. Eight C–119 groups are scheduled to phase out during FY '68. This phase down, together with other adjustments will result in a net decrease of about 5,100 drill pay spaces. The remaining C–119 groups will be provided a C–2 manning readiness status (combat ready in 48 hours). In addition, 3,400 Air Force Reservists will receive two weeks active duty training and 200 will receive four weeks training during FY '68, the same as now estimated for FY '67.

Airlift

No major changes are contemplated in the airlift force structure of the Reserve components from that proposed a year ago. Last year, the Congress directed that one C–121 and two C–97 squadrons should be retained through the current fiscal year, and this is being done. In FY '68, we propose to continue one C–121 squadron and one more C–97 squadron than planned last year. Over the next few years, . . . the Air Force Reserve and Air National Guard will phase out the C–119s, C–121s, C–97s and C–123s. Then, as C–130s are received from the active forces, the Reserve components will progressively retire their C–97s and C–124s. Eventually, the Reserve airlift force will consist entirely of C–130s. During FY '68, we propose to continue the 100 per cent manning for the 11 Air Force Reserve C–124 squadrons, which was inaugurated as a readiness measure in the summer of 1965.

the U.S. Army Infantry School, Fort Benning, Georgia. In fact, the program of instruction is written by the Infantry School and approved by the chief, National Guard Bureau. All reference material, examinations and instructor sets also are prepared at Fort Benning.

All examinations administered by National Guard Officer Candidate Schools are graded by the Army. This ensures a uniformity in standards of instruction 'throughout the nation's National Guard OCS programs.

But what on earth are Air National Guardsmen doing in a school geared to Army infantry training?

Firstly, the Air Guardsmen must be qualified mentally and physically for a direct Air Force commission before he entered OCS.

Secondly, by sending qualified enlisted men to Army Guard OCS, the Air Guard is assured of a more polished officer. Although the Air Candidate—as they are called while attending OCS—will study Army subjects such as infantry weapons and guerrilla operations, they also will learn about administration, drill and command, military law and leadership—subjects applicable in any component.

Army and Air Candidates must attend two 15-day summer camps plus one weekend of training a month over a period of a year.

"The officer candidate's strengths and weaknesses can usually be determined within a year," Captain Hatten adds, "and if a candidate can not maintain school standards he will be removed from the program."

Reservists Ask

OFFICIAL ANSWERS TO FREQUENT QUESTIONS!

I am an airman assigned to a Ready Reserve unit and in upgrade training for a "5" level AFSC. What are the requirements? ◇ ◇ ◇ You must have: a minimum of 12 months experience in the "5" level AFSC; successfully completed appropriate Career Development Course; passed the AFSC skill knowledge test; been recommended by your supervisor; and have met the requirements in paragraph 3e of the specialty description or equivalence.

I have a medical condition which may be disqualifying for military service. If I tender my resignation, how would this affect my veteran's benefits? ◇ ◇ ◇ An honorable discharge from the Air Force Reserve because of medical disqualification should not change your veteran's benefits. However, you should contact the Veterans Administration.

What are the requirements and the procedure I should follow to obtain the National Defense Service Medal? ◇ ◇ ◇ This medal is authorized for all personnel serving on extended active duty for any period between June 27, 1950, and July 27, 1954 (Korean War), or between January 1, 1961 and a terminal date to be announced. One bronze service star, and only one, may be awarded to an individual. Apply by writing to your unit of assignment.

To claim ex-servicemen's employment compensation I need information regarding accrued leave for which I was paid on release from active duty. ◇ ◇ ◇ This information is contained in Item 32 of DD Form 214, *Report of Separation,* given to all servicemen upon discharge, release from EAD, or retirement. Form 214 is acceptable evidence for all state and Federal employment agencies.

Since my release from active military service my health has deteriorated to the extent that I could not serve in the event of mobilization. How do I apply for transfer to the Retired Reserve Section? ◇ ◇ ◇ Address a letter to the Air Reserve Personnel Center (RPCA-31), 3800 York St., Denver, Colorado, 80205, requesting the necessary application for transfer. Be sure to include a statement from your physician or the medical facility at which you have been receiving treatment in order that the Surgeon, ARPC, can determine if your illness is disqualifying according to Air Force standards.

I recently changed my permanent address. Is there a form or letter on which I should submit this change? ◇ ◇ ◇ All changes of address may be submitted to the Air Reserve Personnel Center on AF Form 512, available at all Air Force installations, or by personal letter. Include your service number on all correspondence to ARPC.

A fire has destroyed all of my service medals. How can they be replaced? ◇ ◇ ◇ Any service medal (including ribbon, clasp, star, or similar device prescribed as part of the medal which has been lost, destroyed, or rendered unfit for use, without fault or neglect on the part of the owner, may be replaced without charge, if the owner is an Air Force member. This includes members on active duty, in the Air Reserve Forces, and retired personnel. However, if the owner is not an AF member, the medal may be replaced at cost. Check with your unit Personnel office for further information.

Donna Douglas: *Star of TV's "Beverly Hillbillies," added charm to ANG's Comdr's. Call, Mar. 14. (l-r) 129th Air Commandos, MSgt. A. Girvin and 1st Lt. A. Rosellini.*



Flying Safety

"Ounce of Opinion"

DO YOU have an opinion about flying safety?

Just about everyone has. The trouble is, they usually don't share it with anyone—on paper, that is!

Major John Wells, a flight safety officer of the Air National Guard's 146th Military Airlift Group at Van Nuys, California, decided he'd had enough of all that talk about accident prevention and decided to do something about it.

Major Wells is a pilot with Lockheed Aircraft Corporation and is vitally interested in safety. While attending the Aerospace School at the University of California, he conceived the idea of an *Aircrew Opinion Survey* and brought it to Van Nuys. There he conducted the first large-scale opinion survey for about 200 members of the 146th Military Airlift Wing. The results were gratifying.

Basically, the survey calls for an experienced aircrewman to give his opinion of what could cause the next accident in his unit; also, to recount the worst mishap he had experienced in the past year.

Major Wells analyzed the survey and was able to give his wing and group commanders direct insight into the potential accident prone areas and faults within their units. The *Aircrew Opinion Survey* is not intended to go any further than that.

In his civilian capacity, Major Wells proceeded to develop his survey in conjunction with the Air Training Command at Luke AFB, Arizona.

From roads to rodents.

That's what the Air National Guard's Civil Engineering Section cover when it reports on training weekends with the 113th Combat Support Squadron at Andrews AFB, Maryland.

The 68 men who comprise the group are the *handymen* for their parent unit, the 113th Tactical Fighter Wing. In the line of duty, they face such diverse chores as repairing roads and exterminating rats.

These are just two of the innumerable responsibilities that confront the maintenance, repair and construction specialists commanded by Captain Edward O. Potts Jr. Among the other jobs is manning the wing's fire department. They train with modern fire fighting equipment to respond to fires and aircraft emergencies.

Their mission is to handle the unusual plus a whole array of more ordinary yet crucial functions. The men of the engineering section operate the wing's utility plants which represent a small air base at Andrews. Included are the water plant and systems, sewage, heating and power plants. They also conduct maintenance and repair operations in their own plumbing, heating, electrical, carpentry-painting, fuel, and pavement and grounds sections. The normal preventive maintenance tasks necessary to keep the buildings and equipment from deteriorating also fall under their control.

ON THE MOVE

ROADS TO ROOENTS

all in a day's work for Engineers!

The main cogs in the operation are the unit's administrative, design and control centers. In these sections, Reservists process work requests, predict needs and assign and inspect the work done or underway.

All is not routine, however, occasionally the unit's nerve center receives a request that is a little more unusual than an assignment to fix a leaky pipe, install electrical wiring or repair a furnace. One recent call came in from the wing's hangar where maintenance is performed on the unit's F-100 jet fighters. Their problem—a pigeon nuisance and hazard in that section. The assignment went to the Engineering Section's insect and rodent control team. Staff Sergeant Samuel Beeler, who works at the Washington Zoo and is eminently familiar with problems related to the animal kingdom, was called. The pigeon situation is now under control.

Newest problem—moths in the fire fighting suits!!!



Civil engineers: *Capts. J. R. Whitlock (f) and E. O. Potts Jr. study plans.*

The results were successful enough to bear reprinting in the *Aerospace Flight Safety Kit* of March 1966.

Well, where to go from there?

Major Wells brought the plan to his wing safety officer, Lieutenant Colonel Hugh H. Walker, and they decided to survey all ANG safety officers at the National Guard Association Safety Meeting in Dallas.

Seventy-three safety officers and commanders were polled. Within 15 minutes Major Wells was able to provide preliminary information to Brigadier General I. G. Brown, assistant chief, National Guard Bureau for Air, for an insight into what experienced pilots thought about safety problems and accident prevention. Also, a complete staff study was developed from the poll. Further, a step-by-step brochure was provided the 73 participants along with a copy of the staff study.

Major Wells' idea snowballed from this point. New safety officers now had a tangible tool with which to begin safety at their home bases. The safety officers wrote of the polls in their *Accident Prevention Council* minutes. These were passed to the gaining command, 22nd Air Force.

In the meantime, Aerospace Safety at Norton AFB, California, printed the basic form but not the Wells' method of delivery. Major Wells felt the poll had to be administered personally by the safety officer and be motivated by him to give the best information on local problems.

The 22nd Air Force chief of safety, Lieutenant Colonel Bill McDonald, noted these references to the survey from grass roots conferees. He queried the 146th Wing safety office for details of the plan, and an interview and briefing for Major General George B. Dany, commander, 22nd Air Force, was arranged.

General Dany evinced much interest in the system. He decided to use the survey but with a new wrinkle provided by Colonel McDonald. He slanted the poll to other areas of safety—ground, maintenance and missile/nuclear. These results are not yet tabulated, but there seems to be potential developments in all these areas.

Major Wells and Colonel Walker then directed their attention to the University of California's Aerospace Safety School. A presentation was made to the faculty and to the Air Force class in progress. Good results were obtained. Instruction in the uses of the survey has been made part of the flying safety officer curriculum for Air Force and Army students.

Do you have an opinion on flying safety? Do you have an opinion about the *Opinion Survey*? If so, Major Wells would like to hear from you.

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies and the grades indicate the highest position available. For information on listed positions, write directly to the unit using address given.

KEY **UNIT**

1. 349th Military Airlift Wg., Hamilton AFB, California, 94935
2. 24th Medical Service Sq., March AFB, California, 92508
3. 414th Medical Service Flt., March AFB.
4. 103rd Fighter Gp., Bradley ANG Base, Connecticut, 06096
5. 434th Troop Carrier Wg., Bakalar AFB, Indiana, 47201
6. 926th Troop Carrier Gp., New Orleans, Louisiana, 70140
7. 459th Military Airlift Wg., Andrews AFB, Maryland, 20331
8. 113th Consolidated Aircraft Maintenance Sq., Andrews AFB.
9. 419th Medical Service Flt., Keesler AFB, Mississippi, 39534
10. 514th Troop Carrier Wg., McGuire AFB, New Jersey, 08641
11. 109th Military Airlift Wg., Schenectady County AP, New York, 12301
12. 910th Troop Carrier Gp., Youngstown MAP, Ohio, 44473
13. 456th Medical Service Flt., Edwards AFB, California, 93523
14. Hq Air Weather Service, Scott AFB, Illinois, 62225
15. 144th Air Transport Sq., Kulis ANG Base, Anchorage, Alaska, 99502
16. 160th Communications Flt., Clinton County AFB, Ohio, 45177

Officer

Acct. & Finance: (TSgt.) 1.
Avionics: (Capt.) 6.
Communications: (Capt.) 10.
Flight Nurse: (Capt.) 11.
Logistics: (Capt.) 14.
Med. (Maj.) 2, 3, 12. (Capt.) 10.
Navigator: (Lt. Col.) 5. (Capt.) 10, 12, 15.
Nurse: (Capt.) 1-3, 5-7, 9, 11, (Lt.) 13.
Nurse, Operating Rm.: (Capt.) 13.
Operations: (Maj.) 7. (Capt.) 5.
Pharmacy: (Capt.) 2, 3, 9.
Pilot: (Lt. Col.) 5. (Maj.) 6, 11. (Capt.) 7, 12, 15.
Production Control: (Capt.) 10, 12.
Radiology: (Maj.) 2.
Veterinary: (Maj.) 10.
Weather: (Capt.) 14.

Airman

Acct. & Finance: (TSgt.) 1.
Administrative: (SSgt.) 14.
A/C Eng. Supt.: (SMSgt.) 14.
A/C Maintenance: (TSgt.) 5. (SSgt.) 10, 12.
Communications: (SMSgt.) 16. (MSgt.) 5. (TSgt.) 6.
Data Systems: (TSgt.) 14.
Draftsman: (SSgt.) 14.
Elec. Power Prod.: (SSgt.) 12.
Flt. Eng.: (CMSgt.) 1. (MSgt.) 7.
Food Service: (MSgt.) 5.
Illustrator: (TSgt.) 14.
Intelligence: (MSgt.) 6.
Maint. Scheduling: (SSgt.) 12.
Medical: (SMSgt.) 2. (MSgt.) 3, 10, 13. (SSgt.) 1, 7.
Medical Materiel: (SSgt.) 13.
Operating Room: (SSgt.) 13.
Personnel Equip.: (SSgt.) 12.
Pharmacy: (TSgt.) 13.
Stenographic: (SSgt.) 12.
Supply: (SMSgt.) 5, 14.
Transportation: (TSgt.) 5.
Weather Observer: (TSgt.) 14.
Weather Specialist: (MSgt.) 14.
Weather Equipment: (TSgt.) 14.

ANG Technician

(A/C Electrician, NGW–11) 8. 42350/42370.
(A/C Mech.-Jet Fighter, NGW–10) 8. 4315C/4317C.
(Fire Cont. Tech., F–100, NGW–11 to NGW–13) 8. 32250B/32270H.
(Flight Simulator Tech., MB–22, NGW–11 to NGWL–11) 8. 34250H/34270H.
(Flying Training Instr., NGC–12) 15. Must be a Senior Pilot on flying status.
(Maint. Admin. Tech., NGC–6) 8. 70250/70270.
(Metal Working Tech., NGW–11) 8. 53450/53470.
(Missile Guidance Tech., NGW–11) 4. 316X1L.
(Weapons Cont. Sys. Tech., NGW–12) 4. 322X1F.
(Weapons Mech., NGW–10) 8. 46250/46270.
(Welder, NGW–11) 8. 53250/53270.

Advisor Vacancies

Senior non-active duty Reserve officers are needed to fill Reserve Affairs Advisor vacancies (10 USC 8033/265) in 1967. They carry four-year active duty tours. Openings within Hq USAF directorates are: Col., 5516, *Civil Engineering* (Sept.); Lt. Col., 7316, *Personnel Planning* (Nov.); Col., 0076, *Plans* (vacant); and Col., 7916, *Information,* office of the secretary of the Air Force (May). Other vacancies are: Col., 1416, Hq. Ninth AF, Shaw AFB, S.C., (July); and Lt. Col., 7316, Hq. Comd., Bolling AFB, D. C. (April). Applicants must have less than 16 years service, and meet criteria in AFR 45-22. Submit applications through channels to the Non-EAD Branch (AFPMRDR), USAF Military Personnel Center, Randolph AFB, Texas 78148.

PEOPLE

President Lyndon B. Johnson has appointed Major General Jess Larson, AFRes (Retired), to the Air Force Academy (Board of Visitors). General Larson, a Washington, D.C., attorney, currently is board chairman of the Air Force Association and served as its president from September 1964 until this past March. ◇ ◇ ◇ Major General Barry Goldwater, an Air Force Reservist, retires April 27. The former U.S. Senator from Arizona and presidential candidate has been an active participant in Reserve affairs. ◇ ◇ ◇ Brigadier General James Stewart, AFRes, will narrate and appear in *Airpower,* a comprehensive story of today's Air Force. ◇ ◇ ◇ Staff Sergeant Richard L. Tolfa, a former Air Force Reservist with the 911th Military Airlift Group, Pittsburgh, Pennsylvania, volunteered for extended active duty in Vietnam. His reason: "I felt that every American had a duty to come over here and serve his country." He is now flying as a loadmaster abroad a C-47 *Dragonship* at Binh Thuy AB. ◇ ◇ ◇ Airman Third Class David Ladd, son of the famous actor, the late Alan Ladd, has been assigned to the 146th Aeromedical Evacuation Squadron, Van Nuys, California. Airman Ladd joined the Air Guard last November, completed basic training and has been attending the Medical Helper Course at Sheppard AFB, Texas. He appeared in two movies with his father: *The Big Land* and *Proud Rebel.* ◇ ◇ ◇ Major General Joseph A. Cunningham, commander of the 22nd Air Force, to members of the 349th Military Airlift Wing, Hamilton AFB, California: "In order to fulfill our global requirements, we have called upon our Reserve units like the 349th and 938th [Military Airlift Group] here at Hamilton to handle about 10 per cent of the cargo airlifted worldwide by MAC. In order to accomplish this, these units do about 60 per cent of the flying that we would expect them to provide if they were called to active duty."





Flight nurse: *Capt. Friedman comforts patient during aeromed evacuation mission with the 105th.*

Flight Nurse:

"ANTICIPATING THE UNEXPECTED"

TO MOST working girls, an all-expense paid tour of Europe would be just a dream. But to Eleanor Friedman, it's a dream come true.

Eleanor is a nurse by profession, a wanderer by inclination, and a member of the Air Reserve Forces by impulse.

"A good friend of mine—another nurse—was joining the Air National Guard's flight nurse program, and asked me to come along," Eleanor explained. "Right there, on the spot, I decided it might be a real challenge, as well as a lot of fun. . . . I signed up!

"It was in 1962, and the unit was ANG's 105th Military Airlift Group in White Plains, New York. I have enjoyed every moment of it since.

"It really differs from the routine of hospital nursing. I enjoyed the flying, and there's always something new to learn. I guess you could say that aeromedical evacuation is anticipating the unexpected."

Eleanor explained that she flew on the average of twice a month in Air Guard C–97s. In the past four years she's flown to every state in the Union and to Europe three times. She's a captain and one of the seven flight nurses assigned to the 105th.

"Last year, I did my two week's summer tour at Kelly AFB, Texas, but this year, here I am again."

"Here" was aboard a C–131 *Samaritan* aircraft, bound from Rhein-Main AB, Germany to RAF Northolt, England. The twice-weekly mission continued from Northolt to other English bases at Upper Heyford, Lakenheath and Mildenhall on one day, then retraced the route back to Germany the following day. In all, Eleanor flew three missions during her two-week tour.

"We only began the Air Guard training in June," explained Lieutenant Marty Whitehead, a full-time Military Airlift Command flight nurse assigned to the European theater. "At any one time we may have four or five flight nurses and medical technicians here from various Air Guard units. It's a year-round program, not just for the summer months."

Eleanor is one of 250 Air National Guard nurses assigned to the Military Airlift Command. While all of them are full-time professional nurses in civilian life, on weekends they don Air Force uniforms to fly aeromed missions around the country . . . real help for the regular air-evac units.

As far as Eleanor is concerned, her future is uncertain.

"I'm leaving New York, and while I don't know where I'll end up, most likely it will be in the Seattle area. Of course I'll stay with the flight nurse program, if at all possible. I'll join either another Air National Guard unit, or the Air Force Reserve."

[*Ed. note: Since this article was written, Captain Friedman did move to Seattle and did stay with the flight nurse program. She now is a member of the Air Force Reserve's 69th Aeromedical Evacuation Flight, a unit of the 941st Military Airlift Group at McChord AFB, Washington.*]

the air reservist
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Air National Guard
Air Force Reserve Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

Maj. Gen. Richard S. Abbey
Ass't Chief of Staff Reserve Forces, USAF

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The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER . . . salutes ANG's Air Technicians. The pilot of an F-100 is directed by TSgt. Ken Roybal, a Technician crew chief with the Colo. Air Guard. (Story, page 4)

reserve camera

Awards . . . ceremonies . . . heroics
A sampling of current happenings
and the personalities involved . . .



Legion of Merit: *Maj. Gen. Richard S. Abbey, asst. c/s, Reserve Forces, receives oak leaf cluster from Gen. Bruce K. Holloway, vice c/s, USAF, for Southeast Asia service.*



Pioneer Air Guardsman: *Col. William Henry (c), retired Feb. 1 after 39 years with the Air National Guard. Col. Alan Haemer (l), comptroller for the 22nd Air Force, prepared the sketch which he presented to Col. Henry as a memento of his long service. Also attending the ceremony at Travis AFB, Calif., was Brig. Gen. I. G. Brown, asst. chief, NGB for Air.*

Thwarts suicide: *SSgt. Harry Elbertson, 170th MAGp., McGuire AFB, N.J., kept young girl talking on the telephone while police traced her location.*



Honored: *Mr. John A. Lang Jr. (r), admin. asst. to Sec. USAF, receives "Distinguished Service Citation" from Maj. Gen. Horace B. Hanson Jr., pres., ROA, (mid-winter conference).*



Outstanding AFRes Airman: *TSgt. Evan Hale, 304th ARRSq., Portland, Ore., gets help for pararescue jump from A1C Tim Doyle (l) and SSgt. William Stevenson.*



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the air reservist

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MAY 29 1967
UNIVERSITY OF ILLINOIS

THOSE SWASHBUCKLING COMMANDOS

. . . with the cool bush hats have a way-out mission.



THE AIR RESERVE TECHNICIAN

KEEPS 'EM FLYING



WASHINGTON REPORT....

The President of the United States

I HAVE TODAY [April 4, 1967] signed into law H.R. 7123, "Making supplemental appropriations for the fiscal year ending June 30, 1967, and for other purposes." (It now becomes Public Law 90-8.) In this bill, the Congress, while appropriating $12,196,520,000 for the support of operations in Southeast Asia, has placed mandatory restrictions on the deactivation of certain airlift and troop carrier units in the Air Force Reserve and Air National Guard.

The phasing out of certain of these units is part of an overall airlift growth and modernization plan currently in progress within the Department of Defense. This involves the modernization of the active Air Force strategic inter-theater airlift capability and the re-equipment of Reserve Force elements with newer aircraft released from the active forces, the result of which will be an increased and much more efficient strategic airlift capability. It is recognized that the trained and skilled personnel in these units are an asset to the Nation, and Secretary McNamara has advised me that he is giving personal attention to finding new ways to utilize their services consonant with the needs of modernizing our airlift force. While similar restrictions have been included in the Defense Department Appropriations Bill in recent years, I am becoming increasingly concerned about them because of the undesirable rigidity they impose on our military structure. Our defense responsibilities throughout the world require that the President, in discharging his constitutional duties as Commander-in-Chief, have maximum flexibility in determining the composition and relative strength of the active and reserve forces. Since these restrictions are designed to take effect in fiscal year 1968, I strongly urge the Congress, in considering the regular Department of Defense appropriations bill for that year, to repeal these restrictions and to refrain from continuing other restrictions like these in the future. The President and the Congress will then be in a position to carry out, on a more appropriate basis, their respective constitutional duties with regard to the national defense.—**Lyndon B. Johnson**

The Secretary of the Air Force

"OUR RESERVE FORCES, that is, the Air Force Reserve and Air National Guard, continue to serve their country with distinction," Secretary of the Air Force Harold Brown recently told members of the Senate Armed Services Committee and a subcommittee on Department of Defense appropriations. He went on to say, "Even without mobilization, our Reserve Forces have freed aircraft and active duty aircrews and support personnel for deployment to Vietnam and for other tasks. The burden assumed by Guardsmen and Reservists alike is a volunteer effort. If they are needed for active duty, the Reserve Forces are dedicated and ready. They merit our gratitude and continued strong support. In my opinion, the effort we put forth to get, train, and keep good people for both the Active and Reserve Forces is our most important investment. The effectiveness obtained from our investments in sophisticated weapon systems can be materially reduced by the loss of experienced personnel. People, not machines, will always be our most valuable asset."—**Hon. Harold Brown**

The Air Force Chief of Staff

"ON ARMED FORCES DAY this year [May 20], I would like members of the Air Force and its Reserve components to know of my boundless pride in them. I am deeply grateful not only to those who have carried out their assignments in the mud, the jungles and the murky skies of Southeast Asia, but also to the thousands at home and abroad whose selfless devotion to duty has provided the support essential to the attainment of national goals throughout the world. Above all, while I am most humble in the face of their supreme contribution, at the same time I am proud beyond measure of those who have laid down their lives at their country's call. We will never forget their sacrifices or the irreparable losses suffered by the families and friends they left behind."—**Gen. John P. McConnell**



Air Reserve Forces Seminar: *Following talks, panelists answered questions from the audience on Air Reserve Forces matters.*

21ST AFA CONVENTION HI-LITES

Aerospace leaders from around the world gathered in San Francisco during the third week in March for the Air Force Association's 21st Anniversary Convention. In conjunction with the conclave, members attended conferences sponsored by the Air Guard and Air Force Reserve:

ANG conference

Theme: *Focus on the Future.* Brigadier General I. G. Brown, assistant chief, National Guard Bureau, Air, was the keynote speaker. Others were General John P. McConnell, Air Force chief of staff and General Gabriel P. Disosway, commander, Tactical Air Command.

General McConnell told them, ". . . your impressive and versatile performance of diversified operational tasks has over the past two years alone more than justified all the resources invested in your mission. In fact, it has been your voluntary achievements that have enabled us to maintain and improve our military position in Southeast Asia without mobilization . . ."

General Disosway compared ANG's position in TAC today with that of 1961, saying, ". . . the TAC Air Guardsman can look at himself and see what others see . . . a member of a hard-knit fighting unit."

CAC conference

Lieutenant General Henry Viccellio, commander of Continental Air Command, emphasized ". . . the requirement for effective management of the Air Force Reserve units is perhaps greater than at any other time in history. Now a key part of the nation's strategic reserve, units no longer have 30, 60, or 90 days to become fully combat ready—alerted today, they must be ready tomorrow." The general acknowledged that it is not an easy task to bring Reserve units to full readiness while remaining on inactive duty. He added, however, "that is our mission, and the accomplishment of this mission rests on the management capability of the commanders of each Reserve unit."

Air Reserve Forces seminar

Its theme: *The Air Reserve Forces in Transition.* Panelists were: Lieutenant Generals Thomas P. Gerrity, DCS/ Systems and Logistics; Jack G. Merrell, Comptroller; and Horace M. Wade, DCS/ Personnel. Also, Major Generals Bertram C. Harrison, director, Manpower and Organization, DCS/ Programs and Resources; and George B. Simler, deputy director, Operations, DCS/ Plans and Operations. Excerpts:

General Gerrity: "Air Force logisticians have done and will continue to do the best possible job of equipping our Air Reserve Forces . . . we in logistics need the Reserve Forces, we use them, and we intend to expand that use."

General Merrell: "The total we have programmed in support of Reserve and Guard forces in 1968 is just over 672 million . . . this is just a small per cent of our overall Air Force budget, but I certainly believe our nation is getting an outstanding return in combat capability for the money."

General Wade: "As Reservists, you are . . . to be congratulated for your determination to produce a 'Ready Now' force. Your determination in this respect, in my area of responsibility, is reflected in current manning status reports which show positive and excellent responses to ever changing requirements."

General Simler: "We are acutely aware of the importance of the Air National Guard and Air Force Reserve. These forces are involved in so many of our daily activities that we can't ignore them. . . . But your most important contribution hasn't had much publicity—that is your primary mission of achieving and maintaining a high state of readiness with the ability to respond on short notice. You have done well in this task and it is important that you continue to do so—for this, by far, is your most important mission."

[*General Harrison spoke on the manpower and organizational impact of H.R. 2, known as the "Reserve Forces Bill of Rights." Passed by the House, the bill awaits Senate action.*]

"If enacted in its present form, H.R. 2 can be truly categorized as a transition to *management of the Reserves by Reservists.*

"A major feature of the bill is the *floors* . . . of 51,000 Air Force Reserves and 80,000 Air National Guardsmen . . . (and) the establishment of a new office to be known as the Office of Air Force Reserve, in Washington within the Air Staff.

"The structure . . . is not new or unique . . . it is patterned after the air section of the National Guard Bureau and covers essentially the same functions. . . . The office . . . will be responsible for the management of the Air Force Reserve and work with the air staff in the development and implementation of plans, policies, and programs affecting the Air Force Reserve." ■



Management: *ART commanders, Brig. Gen. George Wilson (r), 445th MAWg. and Col. Clifford Root., 915th MAGp. . . . typical of leaders who maintain continuity to meet USAF requirements.*

Maintenance: *ART loadmasters (r-l) TSgt. H. Wallace and MSgt. M. Turrell of 938th MAGp. unload cargo in Saigon aided by USAF airman and Vietnamese.*



Administration: *CMSgt. Russell H. Bruton, a personnel Technician with the 442 MAWg., helps train A2C Roger Sinclair.*



NINE years have elapsed since the dream of a few has become a routine so effective that the Reservists' place in history has undoubtedly been changed. Under the Air Reserve Technician (ART) concept, our Reserve flying organizations today are providing very economical and professional military airlift services.

The ART program has made it possible for Reserve flying units to be a *front line* force . . . mobilized or not! Whether airlift, troop carrier, or rescue, they are called upon and expected to produce as any active duty Air Force organization.

What is the ART concept? Essentially, it provides for the Technician to be both a *Ready* Reservist and a full-time Federal Civil Service employee of a flying unit. During the week, his civilian duties match those he performs in uniform during unit training assemblies. In this dual status, the Technician is eligible to receive all the benefits of Civil Service and the Air Force Reserve, including retirement, hospitalization and life insurance coverage, and military medical care if the injury or disease were incurred while in an active duty for training status.

Air Reserve Technicians primarily are used in the functions of command, operations and training, personnel, medical, supply and aircraft maintenance. All Technicians serve as instructors for unit Reservists during their training weekends and summer encampments.

The immediate availability of these skilled professionals is the foundation for the praiseworthy support Reserve units are able to furnish. The Air Force is getting as much as 60 per cent of the support from its Air Reserve Forces as it would if they were on full-time active duty.

To those of us who have the opportunity to analyze the ART program through daily experience and observation, its success is essentially the result of the ability, imagination, hard work, and dedication of the Technician. This does not mean that they are any more important than the other Reservists, but the ART force provides the continuity, environment, support, training and leadership necessary in building *front line* organizations composed completely of *citizen airmen.* We need only look at the Reserve flying units and the scheduled daily missions they perform to realize that the *ready now* concept has been superseded by circumstances—*today we serve* is far more appropriate.

In today's environment, the basic test is efficiency and economy. A combat-ready troop carrier group (16 C–119s) is supported by only 10 ART officers, 80 ART airmen, and 10 civilians. A military airlift group (8 C–124s) has 12 ART officers, 124 ART airmen, and 12 civilians while an aerospace rescue and recovery squadron (6 HU–16s) has 5 ART officers, 37 ART airmen, and 4 civilians. In other words, we are getting a fully combat-ready troop carrier group (plus substantial airlift as a by-product) for the cost of a permanent party workforce which approximates 12 per cent of its strength.

Before the ART program, support of a Reserve flying organization cost in the neighborhood of one permanent party member for every two assigned Reservists while the results, even in combat readiness, were negligible.

Management by Reservists . . .

What makes the Air Reserve Technician different? The answer lies in the basics of management philosophy. The ART program gave *authority*, *responsibility*, and *capability* for the job to be done to the organization that had the job—management by Reservists.

It also provided a personnel system which attracted and retained quality personnel through applying merit principles in selection, promotion, and recognition. Each individual's career progression is based on opportunities available in the total nationwide ART force rather than in a single organization. Equally important, every Technician is guaranteed a comparable ART position at an-



First ART employee: *TSgt. James W. Clark (now SMSgt.) took oath of office Jan. 10, 1958. Mr. Lingelbach (r) played a significant role in the development of the ART program.*

THE AIR RESERVE TECHNICIAN

KEEPS 'EM FLYING

By Lee C. Lingelbach
director, Civilian Personnel, Hq. CAC

other location in the event of the deactivation of his unit—transfer expenses paid.

Who is this super creature? In the words of the deputy chief of staff, Logistics, of Continental Air Command, "The personnel that make up the aircraft maintenance portion of the ART force represent the finest talent available in this country today."

Another category deserving recognition is composed of flight engineers and flight mechanics. Each is an integral part of the aircraft maintenance team. When not flying, he is a key man on the flight line bringing to bear his outstanding maintenance knowledge . . . an important factor in his having been selected for the position. These are but typical of the ART personnel found in every function of every organization.

The success of the ART program also is related to intangible ingredients such as individual pride and belief in the Air Force Reserve and the contribution it is making to national defense. These people believe there is no task they cannot do if given the authority and resources to do it. And, they are proving it: troop drops for Tactical Air Command; airlift around the world, including Vietnam, for the Military Airlift Command; live rescue and recovery missions whenever and wherever needed; and, immediate response to domestic emergency requirements. These are but a few of the tasks that are now performed routinely.

The story of success would not be complete without mention of the management and leadership role of the ART officers. They have instilled pride, dedication, and high morale in unit members. Many of these positions are filled by officers with distinguished careers.

The ART commander and his key staff are a blend of outstanding management ability, administrative talent, and airmanship. They help furnish the continuity so important to providing a force in being available for immediate use in support of our national defense posture.

Technician vacancies . . .

Officer vacancies are limited; however, there is a critical need for rated aircraft maintenance officers and young pilots with instructor capability.

There are approximately 170 Technician openings for enlisted men in Air Force Reserve units throughout the country. They carry civilian wage scales up to $3.86 per hour plus the military grade pay. Positions include: Flight engineer, mechanic (aircraft, flight line, piston engine, propeller, hydraulic systems, and instrument and control systems), personnel clerk, power ground equipment repairer, sheet metal worker, a/c electrician, welder, painter-airframe fabric worker, textile/leather worker-parachute packer, radio and radar repairer, integral tank sealer, parts router, machinist. Applicants should contact the personnel office at the following units: (California) 349th MAWg., Hamilton AFB and 940th MAGp., McClellan AFB; (Florida) 915th MAGp. and 301st ARRSq., Homestead AFB; (Georgia) 445th MAWg., Dobbins AFB; (Illinois) 932nd MAGp., Scott AFB; (Indiana) 434th TCWg., Bakalar AFB; (Louisiana) 926th TCGp., New Orleans NAS and 917 MAGp., Barksdale AFB; (Maryland) 459th MAWg., Andrews AFB; (Massachusetts) 94th MAWg., L. G. Hanscom Field and 905th MAGp., Westover AFB; (Minnesota) 934th TCGp., Minneapolis-St. Paul IAP; (Missouri) 442nd MAWg., Richards-Gebaur AFB; (New York) 904th MAGp., Stewart AFB and 914th TCGp., Niagara Falls MAP; (New Jersey) 514th TCWg., McGuire AFB; (Ohio) 910th TCGp., Youngstown MAP; (Oklahoma) 937th MAGp., Tinker AFB; (Pennsylvania) 911th MAGp., Pittsburgh and 913th TCGp., Willow Grove; (Texas) 433rd TCWg., Kelly AFB, 512th MAWg., Carswell AFB and 446th TCWg., Ellington AFB; (Utah) 945th MAGp., Hill AFB; (Washington) 941st MAGp., McChord AFB; and, (Wisconsin) 440th TCWg., Milwaukee.

NEWS BRIEFS

ANG flights assist "Pacific Experiment"

Arizona, California and Utah Air Guardsmen are flying cargo and passengers to the Christmas and Palmyra Islands, some 1,000 miles south of the Hawaiian chain.

The missions are in support of the National Center for Atmospheric Research's *Line Island Experiment*, an investigation of the equatorial trough zone where the majority of Pacific storms originate.

Eleven flights were scheduled to the mid-Pacific islands during March, April and May. Making the 9,000-mile round trip from the West Coast are aircrews of the 146th Military Airlift Wing's three groups: California's 146th, Utah's 151st and Arizona's 161st.

The island-hopping flights are in addition to the 110 off-shore and 75 Southeast Asia missions which the Air Guard's 25 transport squadrons fly each month.

Social Security numbers replace AFSNs

An old military cliche, "name, rank and serial number," is on the way out. The more familiarly known service or serial number, will be phased out within the next few years and replaced by the Social Security number.

All members of the Air Reserve Forces are affected. Beginning July 1, 1967, all new servicemen, including Reservists and Air Guardsmen must have a Social Security number. Until the changeover is completed—probably by mid-1969—officers and airmen will also get a service number.

NCO academies for Air Guard

Problem: Many Air Guard noncommissioned officers cannot afford the five to six weeks it takes to complete an Air Force NCO Academy.

Solution: The ANG is starting its own NCO Academy program.

About 300 senior grade noncommissioned officers will attend three resident courses in lieu of accompanying their units on summer encampments. Each class will last two weeks and be a concentrated version of the active duty curriculum.

The purpose of the course is to increase supervisory, management and leadership abilities, and to provide training in human relations, communications (oral and written), world affairs, history, military justice, problem solving, and counseling.

Two classes are scheduled at Knoxville, Tennessee (July 10-22 and July 24 to August 5), and the other at Hamilton AFB, California from September 5-16. ANG technical sergeants and above will be selected for the 100-man classes.

Promotion boards convene in Denver

Three promotion boards will convene this summer at the Air Reserve Personnel Center, Denver, Colorado.

Lieutenant colonels with a promotion service date of June 30, 1963, or earlier, on and off extended active duty, will be considered for permanent colonels, May 8-19.

A unit vacancy selection board will consider first lieutenants for permanent captain on June 5. Eligibles must have a promotion service date of May 31, 1965 or earlier.

An Air Force Reserve general officer screening board meets August 8 to recommend colonels for possible assignment to Reserve general positions. All eligible non-active duty Reserve colonels not filling a general officer position will be considered.

Exercise "Kitty Hawk" set for August

The nation's largest joint military maneuver in three years, Exercise *Kitty Hawk*, is scheduled to take place in North and South Carolina during August. More than 70,000 personnel of the Army, Navy, Air Force, and the Army and Air National Guard will participate in the U.S. Strike Command's test of combat readiness.

Participants will be aligned into two task forces: The first, an *aggressor* team which attacks a mythical nation friendly to the U.S.; the second, a joint task force which comes to the aid of the friendly nation.

The bulk of the airpower will be provided by nearly 1,000 Air Guardsmen, flying and supporting 150 aircraft and another 800 furnishing radio relay facilities.

New names for Reserve units

Effective in July, active duty and Reserve troop carrier wings, groups and squadrons will be redesignated *tactical airlift* units. All Air Force Reserve C–119 units are affected.

The new designation is more representative of the current mission in



Command briefing: *Lt. Gen. Thomas S. Moorman, Air Force Academy superintendent, is welcomed to meeting in New York City by Lt. Col. Harry Rand (l), Academy liaison officer, and Col. Robert P. Keim, comdr., 9215th Air Reserve Sq. (Information). Major command briefings are important element of 9215th's training.*

which these Reservists train under Tactical Air Command.

Also, on July 1, both active and Reserve air terminal squadrons will become *aerial port* squadrons. Twelve Reserve squadrons will be affected.

Blitz tour of active duty

Let's get some training!

Six days and 16,000 miles later they had plenty. "They" are 30 Air Force Reservists of the 939th Troop Carrier Group, Portland, Oregon.

Flying three C–119s, the Oregon Reservists made the 1,400-mile trip to Elmendorf AFB, Alaska, to provide tactical airlift assistance for the Alaskan Air Command. During 28 missions, they logged 91 hours of flying time, transported 34 passengers and 78 tons of cargo, and air-dropped 100 paratroopers.

Colonel Vernon E. Acker, group commander, described the Alaska trek as part of the concept for greater utilization of Reserve aircraft and crews. "By using Reservists on actual work missions, they get practical training and, at the same time, free active Air Force men and equipment for direct support of the war in Vietnam and other more critical uses."

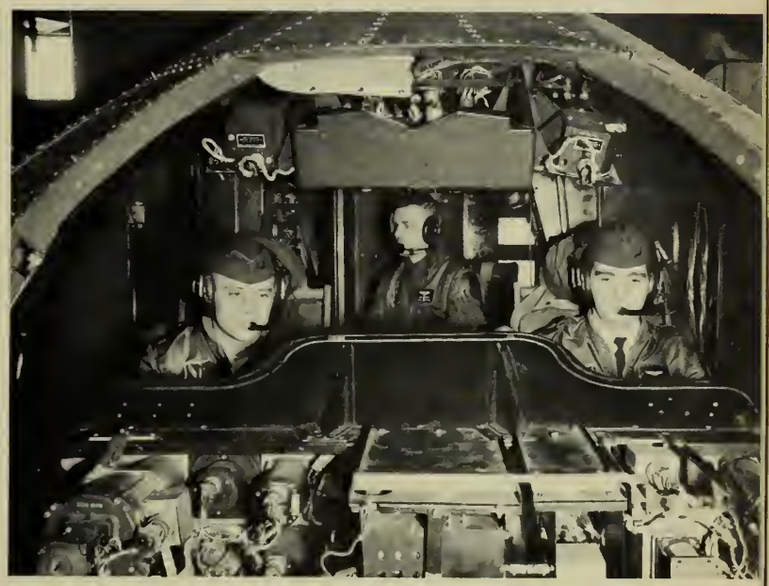
Domestic cargo record for airlift units

Three hundred twenty tons in seven days. That's the new domestic cargo airlift record by the Air Force Reserve aircrews. Accomplished in March, it was just a training by-product of flights made in the Continental U.S. The record does not include tonnage carried on scheduled Military Airlift Command flights.

Cargo ranged from sentry dogs destined for Vietnam to aircraft engine parts needed in the U.S. The record also included airdrops of 1,871 Army and Marine paratroopers.

See NEWS page 10

Maiden Flight: *1st Lt. R. Maslowski (l), MSgt. D. Waligorski and Capt. K. Stasiewicz (r) log first 128th simulator "trip."*



"IT'LL NEVER GET OFF THE GROUND"

WISCONSIN Air Guardsmen have an $850,000 plane that will never fly, and they're happy about it!

The wingless, tailless, motorless aircraft is a *flight simulator*. It is a nine-ton training device which duplicates—to the smallest detail—the cockpits of the KC–97 tankers flown throughout the world by members of the 128th Air Refueling Group, Milwaukee.

The simulator was built in 1953 and is one of only 11 in the country. It is used to familiarize flight crews with proper pre-flight checks, starting and take-off procedures, normal and emergency flight operating procedures, fuel management, cruise control, landing procedures, radio communications procedures, and the use of navigational aids. It is crammed with a maze of dials, instruments, switches and other gear that surround the pilot, co-pilot and flight engineer.

Basically, the unit is an analog computer. Instead of answers in numbers, the computer produces flight attitudes, conditions and problems. It contains 604 tubes, 117 motor-driven resistors and 200 resistance cards to feed data into four computer racks. Power equipment around the device generates enough heat each hour to warm two small homes.

Manning the complex equipment are three air technicians: Master Sergeants Earl Mueller, non commissioned officer in charge, and Donald H. Waligorski; and Technical Sergeant Dale W. Treat.

These specialists program the trainer to simulate all of the KC–97's systems. This includes possible emergency situations such as varied take-off weights, engine fires and failures, severe wind buffeting and rapid loss of altitude. In addition, they can "freeze" the airplane in flight to point out situations requiring special attention. Instructors say one hour in the simulator generally is equal to four hours of actual flying time.

The simulator was obtained from ANG's 116th Military Airlift Group, Dobbins AFB, Georgia, when it converted from C–97s to C–124s. It also has been used to train pilots at Randolph AFB, Texas, and an air base in Florida. More than 46,000 hours have been logged in the trainer during its 14-year history.

"Our acquisition of this unit means that aircrews of the squadron won't have to travel to distant air bases to keep proficient in their training," says Sergeant Mueller. "Training will now be quicker and more economical."

There's only one thing Sergeant Mueller doesn't like, however. He's beginning to cringe slightly when someone looks at the device, then wisecracks: "Looks pretty good, but I'll bet it'll never get off the ground."



THOSE SWASHBUCKL

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DON'T let the old-fashioned aircraft fool you—the Air Commandos of the Air National Guard are in a *way-out* business that's just about the wildest there is anywhere in the Air Force.

They're the boys who, when the big whistle blows, drop clean out of sight and start working nothing but nights on the weirdest truck and taxi service in the world.

The Air Commandos of the Air Guard have been in the trade longer than anybody. In fact, they helped set up store for SAWC—the Special Air Warfare Center—when Uncle's Air Force decided to get back into the unconventional warfare business in 1960.

The Guard Commandos, in California, West Virginia, Maryland and Rhode Island, have been in the same game since October 1955, when they—protestingly—lost their fighters and got dumped into what they thought was the dullest mission USAF ever dreamed up.

But it has turned out to be the most fascinating, the travelingest, the most demanding professionally of any job they ever had.

Sure, they have "antique" airplanes—C–119s, HU–16Bs, U–6s and U–10s—but the way they're flying them just wasn't what the *dash–1* (manual) writer had in mind. Did you ever water-land an *Albatross* at night? The Guard Commandos do it all the time.



◄ People to people: *D Hoye in Ciricito, make during their visits to ju*

▼ Survival training: *A "must," for their own perfecting their "Gree*



creme de la creme . . .

It's part of the job, however, and these four ANG groups are the *creme de la creme* of the wizards of the air. Fifty feet off the deck, flying thousands of miles with no nav aids, nothing but oldtime dead-reckoning navigation and perhaps a few stars to shoot through the scud clouds . . . that's what these pros have to put up with.

There are about 2,500 of these Air Commandos in the Air Guard, and when they're all dressed up in their improved fatigues with the *go-to-hell* hat they look like a cross between an Army paratrooper and an Aussie jungle fighter, which is just about what they might be if they lose an engine sometime.

For practice, they haul and dump the Army and Army Guard Special Forces teams—the famous *Green Berets*—in limited or general war that would be a major part of their job. The *Green Berets* have to jump way out in the boondocks, and the Air Commandos are the guys who carry them, bring their supplies and yank them out if things get bad.

If an Air Commando crew goes down on a mission, there's not much chance of being picked up, so all flying personnel have to be ready to evade and escape the enemy or join up with the *Green Berets*. That's why they get so much survival training that sometimes they feel like infantrymen, or sailors.

For getting around, there are few Guardsmen—even the Military Airlift Command crews—who can match them for overseas tours. The Commandos are in demand in Europe to help train NATO troops in night water infiltration and exfiltration tactics, they are welcome in U.S. Air Forces Southern Command for their medical civic action work and they help Tactical Air Command in exercises like *Swift Strike*.

The Guard Air Commandos are off on a new kick with this civic action thing. They have wholeheartedly plunged into it in Latin America because they believe it's the only way we can do a little fire prevention instead of waiting for the flames to start burning.

As a peacetime mission they think it's the greatest. They have their wartime mission and they're primed for it, but meanwhile they want to produce worthwhile results for their training dollars and, in civic action, they're doing it.

All four Air Guard Commando groups have been to Latin America for annual field training, and while there they have brought medical aid to jungle villages that never saw a doctor before. Air Guard medicos have treated thousands of primitive Indians, and saved many of them for happy, productive lives.

In the process they have racked up bundles of "brownie" points for the local governments, soldiers in general and Uncle Sam, which is the aim of the game. Civic action means helping the people, which foils native frustration, which in turn clobbers the communist caper.

The Rhode Island Commandos returned from Panama in February after a month of Exercise *Yankee Venture*. Half of their group went for the first 15 days and the

G COMMANDOS

a way-out mission and an itchy foot—look for e you're in Germany, Panama or Ethiopia. . . .

by Lt. Col. Frank Martineau, *RIANG*

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▲ **Boon-'Doc':** *Dr. Moreno boards a USAFSO helicopter. Commandos rely on active duty pilots to reach remote villages.*

other half for the second. While in Panama, the commando medical teams treated 2,106 patients and extracted 778 teeth while visiting eight way-back jungle villages.

This is real double duty for the All-American National Guard dollar, for not only did the aircrews get great long-range mobility training and the airmen learn how to set up shop and operate in a hurry overseas, but the bubbly boiling pot of unrest in the world was ever so gently cooled by the backwoods work of our citizen-airmen.

Here's how it went: Leaping off from Providence ("struggling" is perhaps a better word for the *Albatross*) the HU–16s pointed south across the Atlantic toward Panama while ground crews and support personnel boarded ANG C–97 and C–121 transports for the 12-hour trip.

(Make no mistake about it, the Guard couldn't do the things it is doing today without those big birds and the fine guys who fly them. They haul us all over the globe, and still find time somehow to carry great gobs of cargo three times a day into Saigon, and men and material into the far ports of the world.)

Arriving in the Canal Zone at Howard AFB, on the Pacific side, the Commando aircrews began flying special low-level and paradrop missions for USAFSO . . . other ANG airmen were assigned to regular shops at Howard or Albrook AFBs . . . and the medical teams started hopscotching the country by helicopter or U–10 *STOL* aircraft to bring medical relief to the people.

Major Stephen J. Hoye, who in civilian life is chief of surgery at Pawtucket (Rhode Island) Memorial Hospital but in the Guard is commander of the 143rd Tactical Dispensary, nicknamed the medical civic action program Operation *Fried Banana*, a wry reminder of the native diet that he and his men encountered in the jungle.

In village after village the appreciation of their efforts knew no bounds.

A village feast featuring broiled iguana was the "thank you" in one place; in another it was huge stalks of bananas and local products; elsewhere the gratitude was expressed differently but perhaps even more warmly.

With each team there was at least one Panamanian Government doctor or Guardia Nacional officer, not only to interpret but to show the villagers that their government really cares and that soldiers are on their side. This is the key point in USAF's civic action program—the effort must be under the auspices of the host country.

Fried Banana teams worked in villages where doctors had never been. At Llano Nopo, a small cluster of palm-thatched bohios in the Serrania de Tabasara mountains 135 miles northwest of Howard AFB, Dr. Hoye and Major Joseph J. Box, a dentist, treated 238 Guaymi Indians, dispensed 706 prescriptions and extracted 63 teeth.

Another team headed by Major Blas Moreno, an ANG doctor from Pawtucket, dropped into other villages, where Dr. Moreno's fluent Spanish helped greatly in diagnosing and treating the natives.

challenge for flyers . . .

If you are looking for a slot in the Air Commandos, don't bother. The waiting lists have always been long, because the word gets around that it's good duty and a great mission. Of course, if you're a pilot or navigator who wants a real challenge, this is the place to apply: Hayward, California; Kanawha Airport, Charleston, West Virginia; Martin Field, Baltimore, Maryland; T. R. Green MAP, Providence, Rhode Island.

Each of the four groups is a hotshot outfit, somewhat smug in its knowledge that it is the absolute best, and comfortably closemouthed about its sensitive mission. If you want to see good flying in beautifully maintained equipment, check in at a Guard Air Commando base.

These four units all have the same structure, all belong to TAC and SAWC, all get together and compare notes regularly even though they don't have a wing headquarters. They're specialists in a unique business that you will never hear about if war comes . . . until it's all over.

That is because every mission is separate, launched to a pinpoint on the map where there is no airport, no town, nothing in the target encyclopedia, and every planning job becomes a major effort.

They're complete establishments, these Commando groups. They each have a flying squadron, a combat support squadron, a consolidated aircraft maintenance squadron, a supply squadron, a communications flight, a dispensary and, of course, a headquarters. Like other ANG units, they work a full weekend each month, but their annual active duty could be anytime during the year.

The New England unit is proposing something new called the *Rhode Island Plan* under which each of the four groups would take over a permanent Latin American civic action project for three months of the year, splitting its personnel into six two-week teams, using Howard AFB as a permanent field training site.

So next time you see one of those wild bush hats on a man who otherwise looks like a paratrooper, don't automatically figure he's a regular Air Force Commando—he could very well be Air Guard. Even if you run into him in Timbuktu.

NEWS BRIEFS

New commander and home for CAP

Civil Air Patrol is a busy outfit: a change of command . . . headquarters move . . . new planes . . . "Commander of the Year" . . . appropriations . . . flying encampments.

Brigadier General William W. Wilcox, USAF, succeeded Colonel Joe L. Mason on May 1, as CAP's National Commander. Colonel Mason retires this month. The general assumed



General Wilcox

command at Maxwell AFB, Alabama, the new headquarters location. The move from Ellington AFB, Texas, is expected to be completed by June 15.

CAP purchased four Piper *Cherokee* C–180s and four Cessna *Skyhawk* 172s, forerunners of a growing aircraft purchase plan for 1967. Delivery is expected by June 1. The planes will be used this summer in a pilot/instructor upgrading and orientation program for 50 CAP pilots at the Federal Aviation Administration Academy, Will Rogers Fld. Oklahoma.

Colonel Charles W. Matthis Jr., commander of the Kansas Wing, is the first to receive CAP's *Commander of the Year* award. He was picked from among the 52 wing commanders for his outstanding achievements in 1966. When he took over, the Kansas wing ranked 47th; today, it is 12th in the National Commander's evaluation of CAP wings.

Twenty-six states appropriated $515,220 during 1966 to help support CAP activities. New York and Maryland topped the list with $60,150 and $56,850 respectively. CAP is closely aligned with state Civil Defense agencies, making manpower, aircraft and equipment available in emergencies.

". . . each CAP cadet who graduates will be in a key position to become a leader in aerospace in just a few years." This was the prediction of U.S. Senator Howard W. Cannon (Nevada), an Air Force Reserve brigadier general at the launching of a flying encampment in Reno. It is one of six sites where 184 cadets will receive powered and glider flight training from July 16-August 13. Others are Elmira, New York; Kutztown, Pennsylvania; Rock Hill and Chester, South Carolina; and, Lawton, Oklahoma.

"All-American" team for "Operation Muster"

An *All-American* team of Air and Army Guardsmen will be selected this year as part of the National Guard's traditional *Operation Muster*. Twenty-five officers and enlisted men will be chosen based on their qualities as airmen and soldiers. It is planned to honor them at ceremonies in Washington, D.C., during Armed Forces Week May 15-20.

Operation Muster 1967, which began in February and will continue into September, will use *Salute to Today* as its theme. A departure from previous years when the Guard's heritage was emphasized, this year's program will focus on the role of present day National Guardsmen in support of the war in Vietnam and in the day-to-day defense of the nation.

Each of the 50 states, the District of Columbia and Puerto Rico will submit nominations for the team. The 25 *All-Americans* will represent a cross section of the varied missions performed by the National Guard, particularly those providing direct contributions to the effort in Vietnam.

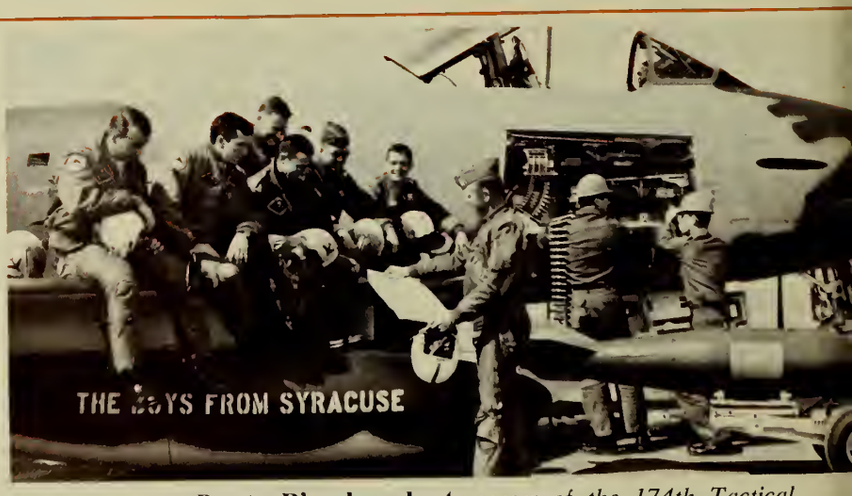
Policy council for Headquarters Command

The Reservist's voice in policy continues on the upswing . . .

Headquarters Command (HQ COMD) at Bolling AFB, Washington, D.C., is the latest major command to establish an Air Force Reserve Policy Council. It will meet in November.

Major General Ben W. Fridge, mobilization assistant to the commander of HQ COMD, has been named council chairman. Resident secretary is Lieutenant Colonel Sherman S. Reed, Reserve Affairs officer of the command.

Other members include: Cols. J. O. Gray, SAFOI, and A. L. Newsom Jr., DCS/Operations, both mobilization augmentees; Maj. P. A. Mullan, commander, 22nd Medical Service Sq.; and SMSgt. J. W. Poultney, 1127th USAF Field Activity Gp. In addition, six regular members of HQ COMD are on the policy council.



Puerto Rico bound: *Armorers of the 174th Tactical Fighter Gp. (NYANG) load an F-86 as Lt. Col. Norman Graves briefs pilots on "Clove Hitch" missions. (l-r) 2nd Lt. Thomas Monforte; Capts. William Currier and Thomas Costello; Majs. James McClennan and Theodore Yager, and Capt. Vernon Nutter.*

Reservists Ask

OFFICIAL ANSWERS TO FREQUENT QUESTIONS!

I am a Reservist entitled to the Vietnam Service Medal. Where can I obtain the medal? ◇ ◇ ◇ Normally, the Air Reserve Personnel Center could supply you with the medal. However, ARPC has not received a shipment of medals which it ordered many months ago, and does not know when it will arrive. Personnel on active duty in Southeast Asia have priority on being issued the medal.

Before being medically disqualified for flying duty on April 15, 1966, I had met the flying requirements for the month. Am I entitled to flight pay subsequent to April 30, 1966? On what date should aeronautical orders be published announcing my suspension? ◇ ◇ ◇ Your entitlement to flight pay ended on April 15, 1966. To qualify for uninterrupted incentive pay, it would have been necessary for the suspension to be lifted and for you to meet flight requirements prior to the end of the three month period following the month in which you last met flight requirements. Orders announcing your suspension should have been published not later than August 1, 1966, with an effective date of April 15, 1966.

If a Reservist completes 20 years satisfactory Federal service so as to qualify for retired pay at age 60, is his entitlement to that pay affected by a discharge or transfer to the Retired Reserve for any reason? ◇ ◇ ◇ No. Continued military status after 20 satisfactory years is not essential to receive retired pay at age 60. Loss of retired pay will result from: convictions under the *Hiss Act* involving national security or defense; refusal to testify, produce records, or failure to appear at a judicial or congressional proceeding relating to one's service as officer or Government employee; or, willfully remaining outside the U.S. after being indicted or charged with a *Hiss Act* offense.

My field personnel records are maintained by a consolidated personnel office far from my unit. How can I check my records to be sure they are correct? ◇ ◇ ◇ The requirement for personnel to review their records annually is outlined in AFMs 30–3 and 35–3. The date of your records check is determined by your service number. If it ends in 5, it would be held in October. If it ends in 6, November, etc. A printout of your machine record, reflecting all pertinent items in your file, will be forwarded to your orderly room for you to review. Questions that cannot be resolved are referred to the servicing personnel office. Replies will be forwarded to you through your orderly room.

I have not participated with a Reserve unit since being released from active duty, and I have two years remaining in my military service obligation. How can I become active in the Air Force Reserve? ◇ ◇ ◇ Contact the nearest Reserve unit regarding vacancies in your grade and specialty. If no unit in your area can supply this information, write to the Air Reserve Personnel Center, Attn: RPCR–2, 3800 York Street, Denver, Colorado 80205. They will inform you of an appropriate position for which you can apply if one is available and you are eligible for assignment. Include your service number.

'D'-DAY TRAINING

NO HITCH TO CLOVE HITCH III

Puerto Rico . . . Vieques . . . Culebra. . . . This was the setting for *Clove Hitch III* in which some 700 Air National Guardsmen from six states and Puerto Rico took part.

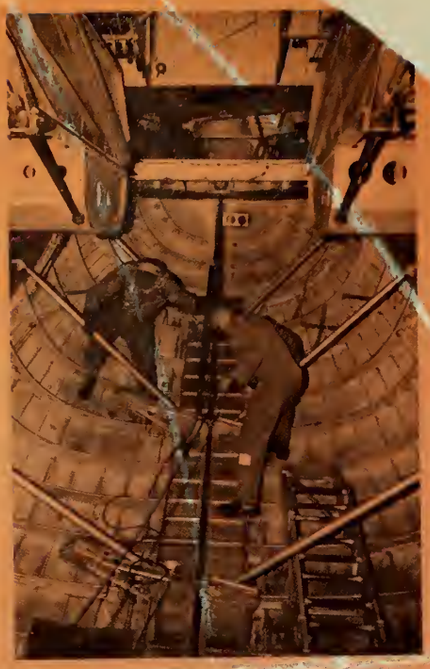
The exercise was conducted by the Unified Atlantic Command from April 8 to 30 in eastern Puerto Rico and the neighboring islands of Vieques and Culebra to test tactical concepts in joint operations. It involved 21,000 Air Force, Army, Navy and Marine Corps personnel.

Movement of forces into the Caribbean was climaxed April 22 with an airborne assault on "occupied" Vieques and an amphibious landing on Puerto Rico's eastern coast.

Air Guard fighters joined with Navy carrier-based aircraft in pre-invasion bombing and strafing runs to soften enemy positions on Culebra. Following the air strikes and shore bombardment by Navy ships, 1,800 paratroopers of the 82nd Airborne Division were airdropped from Military Airlift Command C–141s over Vieques Island. It was the first use of *Starlifters* for paradrops in a major exercise.

More than 50 ANG aircraft were involved in *Clove Hitch III* including: F–84s from Syracuse, New York's 174th, Springfield, Illinois' 183rd and Puerto Rico's 156th Tactical Fighter Groups; RF–84s from the 117th Tactical Reconnaissance Wing, Birmingham, Alabama; KC–97s from the 126th Air Refueling Wing, Chicago, Illinois; and HU–16s from Baltimore, Maryland's 135th and C–119s from Charleston, West Virginia's 130th Air Commando Groups. Both of the Air Commando units also provided U–6s.

story by Milt Sosin



War Dance: *Crewmen perform dance to dislodge ice after clamshell doors froze in flight and reduced aircraft's speed.*

Lajes Field, Azores—A couple of weeks ago on a Friday afternoon, Bill Fletcher, a 47-year-old engine overhaul mechanic in Miami, Florida, put away his tools, punched his time card and went home.

The following Friday night, the same Bill Fletcher—Major William P. Fletcher, U.S. Air Force Reserve—was in the command pilot's seat on the flight deck of a C–124 *Globemaster* making a takeoff from Tan Son Nhut AB, Saigon, when he observed the flashes of automatic weapons fire directed at his plane.

"Heck of a way to spend my vacation," he groused amiably into the mike of his intercom. Lieutenant Colonel James P. Friel grinned.

Only a few hours before, as Friel set the huge *Globemaster* down on the runway with its cargo of airplane parts, medical supplies and mail for the troops, he had observed mortar fire from the end of the runway.



Mission over: *Crewmen head for home and civilian jobs.*



Tourists: *Two 915th members make friends with Portuguese farmer as they enjoy scenic countryside near Praia, Azores during stopover at Lajes Field.*

photos by Charles Trainor

"As we touched down," Friel related, "you could see heads popping out of foxholes along the runway and taxiway. Fortunately, they were South Vietnamese, covering us. Overhead, two South Vietnamese pilots in *Gooneybirds* (C–47s) were flying a pattern and dropping parachute flares which lit up the sky like daylight.

"We didn't know it at the time, but we were coming in during an attempted infiltration of the airfield which had begun 12 hours previously, and the fight was still raging.

"The attack was repulsed but when we took off a few hours later, the Viet Cong were still entrenched on the perimeter and that was the weapons fire Fletcher observed."

Major Fletcher is one of the hundreds of Air Force Reservists—pilots, navigators, flight engineers, mechanics, loadmasters, maintenance men and personnel in other categories who make up South Florida's 915th

Military Airlift Group, commanded by Colonel Clifford C. Root.

The eight *Globemasters* operated by the 79th Military Airlift Squadron of the 915th Group deliver supplies to Vietnam and other strategic areas of Southeast Asia, as well as to U.S. Air Force bases in Spain, Germany, Alaska, the Far East and wherever they are assigned as part of the Military Airlift Command.

A week later . . .

Lieutenant Colonel Friel, squadron commander, and Major Fletcher are together in the cockpit again. This trip took them to Torrejon Air Base, near Madrid, to deliver essential equipment and supplies.

One of the navigators is Captain Robert J. Solomonic, whose towering figure makes Major Fletcher's five-foot, six-inch height and 135 pounds even more diminutive by comparison.

Some of the cargo, such as the truck we have aboard, will remain in Spain. Other cargo, such as huge packing cases without other identifying marks, is consigned to the "U.S. Navy, United Kingdom," and will be picked up by other aircraft.

We took off from Homestead AFB with a plane empty of cargo, and flew to Dover AFB, Delaware, where the bow doors and the belly hatch were opened to take on tons and tons of crates, boxes and packages and a score of bags of mail.

From Homestead, we even carried a passenger—Marine Private First Class Ronald Pascarella—who was on his way back to Norfolk, Virginia, after a two-week leave at home.

Provided with an ample lunch, Pascarella ate it and then slept as the C–124 groaned and shuddered its way to Dover, its huge engines roaring without benefit of the noise insulation of commercial airlines.

"You know what the crews call these C–124s?" asked Master Sergeant Michael R. Yost. "They call them *Old Shaky*."

Yost is a flight examiner for the Reserve loadmasters in the 915th Group and a veteran of 23 years Active and Reserve Air Force duty.

At Lajes, in the Azores, some of the mail was unloaded. The task fell to Staff Sergeant Reynaldo Morales.

"Same old job," grumbled Morales, with mock resignation as he shouldered the mail bags.

In civilian life, Morales is a mail distributor at the Miami post office.

Torrejon Air Base, Spain—If you hear your Air Force Reserve neighbor's car start up in the pre-dawn hours these days, and you don't see him for the next week or two, don't get any ideas that he's abandoned the wife and kiddies you still see around.

He may be in Thailand—or Alaska—or Vietnam—or Tokyo—or here in Spain, doing a job with the U.S. Air Force far removed from his everyday civilian job.

And sometimes his duties may call for a "war dance" in the sky.

Take Miami Police Major Charles W. Price, for instance.

Major Price is Lieutenant Colonel Price in the Air Force Reserve and is squadron staff navigator of the 79th Military Airlift Squadron.

Another member who has a military occupation far removed from his civilian job is Staff Sergeant Phillip Powers. As a civilian, he is a Miami city fireman . . . as a Reservist, he is a loadmaster. On this trip he's getting professional tutelage from Airman First Class Henry Gantt, assigned to active duty with the Reserves.

Powers, Gantt and other crewmen also have an unofficial duty not in the instruction manual.

When the huge bow clamshell loading doors ice up in flight, reducing the speed of the *Globemaster*, the crewmen go into an impromptu *war dance*, jumping on the doors to dislodge the ice.

Captain David A. Steinberg does the same job for the Air Force Reserve as he does in civilian life. His day-to-day job is navigator for a commercial airline. He has flown into Vietnam on several occasions.

Another navigator on this trip, which includes several long over water stretches, is Major Charles J. Ross Jr., who is the director of planning for a civilian airline.

A real estate broker in his civilian role, Major Fred F. Scott has been flying material to Vietnam and many other parts of the world regularly over the past eight months.

Right now, according to Captain James B. Doherty, the group's information officer, the great need of the Reserve unit is doctors and nurses.

"We've recently taken over the 37th Aeromedical Evacuation Squadron and we need the medical personnel necessary to man the planes," said Doherty. "Our C–124s can handle 127 litter cases and 25 ambulatory patients or attendants.

"Nurses who join the 915th can receive direct commissions as lieutenants or captains, depending on their civilian experience and background. We also need medical technicians who would receive enlisted men's ratings up to master sergeant."

In addition to their training pay, Reservists receive flight pay—but many of them would receive more on the jobs from which they take leave to fly overseas.

In the words of Master Sergeant Alvin Lentsch, a 25-year Air Force veteran who has spent 10,000 hours in C–124s and whose job it is to check out the Reserve engineers, "All they want is to do the job." ■

ON THE MOVE

SAIGON / SPAIN

Air National Guardsmen and Air Force Reservists deliver vital daily supplies to military forces overseas. Reporter Milt Sosin and photographer Charles Trainor of "The Miami News" accompanied the 915th Military Airlift Group (Res) on such a mission.

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade available. For information on listed positions, write directly to the unit using address given.

KEY — **UNIT**

1. 498th Medical Service Flt., Blytheville AFB, Arkansas, 72315
2. 32nd Maintenance Sq., McClellan AFB, California, 95652
3. 32nd Supply Sq., McClellan AFB.
4. 81st Maintenance Sq., McClellan AFB.
5. 81st Supply Sq., McClellan AFB.
6. 82nd Air Terminal Sq., Travis AFB, California, 94535
7. 3rd Military Airlift Support Sq., Travis AFB.
8. 413th Medical Service Flt., USAF Academy, Colorado, 80840
9. 103rd Fighter Gp., Bradley ANG Base, Connecticut, 06096
10. 37th Medical Service Sq., MacDill AFB, Florida, 33608
11. 458th Medical Service Flt., Patrick AFB, Florida, 32925
12. 34th Maintenance Sq., Robins AFB, Georgia, 31093
13. 446th Medical Service Flt., Robins AFB.
14. 640th USAF Hospital, Chicago-O'Hare IAP, Illinois, 60666
15. Hq Air Weather Service, Scott AFB, Illinois, 62225
16. 512th Medical Service Flt., Forbes AFB, Kansas, 66620
17. 466th Medical Service Flt., England AFB, Louisiana, 71301
18. 22nd Med. Svc. Sq., 2101 W. Rogers Ave., Baltimore, Maryland, 21209
19. 19th Medical Service Sq., Otis AFB, Massachusetts, 02542
20. 402nd Medical Service Flt., Otis AFB.
21. 419th Medical Service Flt., Keesler AFB, Mississippi, 39534
22. 488th Medical Service Flt., Offutt AFB, Nebraska, 68113
23. 454th Medical Service Flt., Kirtland AFB, New Mexico, 87117
24. 2856th Air Base Gp., Camp Drum, New York, 13601
25. 444th Medical Service Flt., Griffiss AFB, New York, 13440
26. 430th Medical Service Flt., Suffolk County AFB, New York, 11978
27. 460th Medical Service Flt., Pope AFB, North Carolina, 28308
28. 522nd Medical Service Flt., Lockbourne AFB, Ohio, 43217
29. 10th Maintenance Sq., Tinker AFB, Oklahoma, 73145
30. 447th Medical Service Flt., Tinker AFB.
31. 92nd Air Terminal Sq., 1160 Wyoming Ave., Wyoming, Pa. 18644
32. 462nd Medical Service Flt., Sewart AFB, Tennessee, 37168
33. 96th Maintenance Sq., Kelly AFB, Texas, 78241
34. 407th Medical Service Flt., Perrin AFB, Texas, 75090
35. 480th Medical Service Flt., Webb AFB, Texas, 79720
36. 7th Maintenance Sq., Hill AFB, Utah, 84401
37. 449th Medical Service Flt., Hill AFB.
38. 27th Medical Service Sq., Langley AFB, Virginia, 23365
39. 11th Military Airlift Support Sq., McChord AFB, Washington, 98438
40. 146th Military Airlift Wg., Van Nuys, California, 91409
41. 157th Military Airlift Gp., Pease AFB, New Hampshire, 03801

Officer

Acct. & Finance: (Capt.) 24.
Administration: (Capt.) 41.
Air Operations: (Capt.) 7.
Air Police: (Capt.) 24.
A/C Maint.: (Maj.) 24. (Capt.) 4.
Avionics: (Capt.) 24.
Biomed. Sciences: (Capt.) 19, 20.
Communications: (Capt.) 24.
Engineer: (Maj.) 29.
Flight Nurse: (Capt.) 41.
Fuels: (Lt.) 41.
Industrial Engr.: (Maj.) 14.
Information: (Capt.) 41.
Logistics: (Capt.) 15.
Medical: (Lt. Col.) 41.
Medical Admin.: (Lt.) 10.
Medical Service: (Maj.) 20.
Nurse: (Maj.) 13, 14, 35. (Capt.) 1, 8, 10, 11, 16, 17, 19-22, 32, 37, 38. (Lt.) 23, 25, 30.
Occupational Therapist: (Maj.) 14.
Personnel: (Capt.) 41.
Pharmacy: (Capt.) 21, 32, 35.
Physicians: (Col.) 14, 19, 38. (Lt. Col.) 18, 25, 27. (Maj.) 1, 11, 13, 16, 22, 23, 30, 34, 35, 37. (Capt.) 20.
Pilot: (Capt.) 41.
Supply: (Capt.) 41.
Transportation: (Maj.) 24. (Capt.) 7. (Lt.) 6, 31.
Vet.: (Col.) 14. (Lt. Col.) 18. (Maj.) 19, 20, 23, 26, 37. (Capt.) 17.

Airman

Admin.: (TSgt.) 39. (SSgt.) 15.
Air Frame Repair: (TSgt.) 2, 4.
Air Freight: (SSgt.) 6.
Air Trans.: (MSgt.) 7. (TSgt.) 39.
A/C Accessory: (SSgt.) 12, 33.
A/C Egress Systems: (TSgt.) 4. (SSgt.) 36.
A/C Engine Supt.: (SMSgt.) 15.
A/C Fuel Systems: (SSgt.) 41.
A/C Electrical: (MSgt.) 2, 4, 29. (TSgt.) 36.
A/C Mechanic: (TSgt.) 2, 36. (SSgt.) 4, 12, 33.
A/C Propeller: (SSgt.) 7, 41.
Command & Control: (TSgt.) 39.
Dental: (TSgt.) 34. (SSgt.) 20, 21. (A1C) 23, 27.
Instrument Repair: (MSgt.) 2. (A1C) 4, 41.
Inventory Mgmt.: (TSgt.) 24.
Jet Engine Mechanic: (MSgt.) 4.
Maint. Analysis: (SSgt.) 7.
Mgmt. Analysis: (TSgt.) 15.
Material Facilities: (TSgt.) 39. (SSgt.) 3, 5.
Med. Admin.: (SSgt.) 10, 41.
Med. Equip. Rep.: (SSgt.) 13, 21.
Med. Lab. Specialist: (SMSgt.) 14. (TSgt.) 8, 16, 22, 27, 30, 34, (A1C) 21.
Med. Service: (SMSgt.) 19, 24. (MSgt.) 8, 14, 16, 18, 25. (TSgt.) 10, 21, 23, 26, 41. (SSgt.) 20, 32.
Operating Room: (MSgt.) 14. (SSgt.) 21, 32.
Packing Specialist: (TSgt.) 3, 5.
Personnel: (TSgt.) 7, 14, 24, 39.
Pharmacy: (TSgt.) 8, 21, 27, 28, 34. (SSgt.) 16, 32.
Radiology: (TSgt.) 8, 16, 21, 22, 25, 27, 28, 34.
Supply: (SMSgt.) 15.
Supply Services: (SSgt.) 3, 5.
Veterinary: (MSgt.) 18. (TSgt.) 19, 20. (SSgt.) 28.
Weapons Cont. Sys. Mech.: (TSgt.) 2. (SSgt.) 4, 36.
Weap. Mech.: (MSgt.) 29, 33, 36.
Weather Equipment: (TSgt.) 15.

ANG Technician

(Flight Simulator Tech., NGW–11) 40. Should be familiar with Curtiss-Wright equipment. 34250/34270. (NGW–11/NGWL–11) 41.



People. . .

Captain Gary E. Krier, Connecticut ANG jet pilot, accepted assignment with National Aeronautics and Space Administration at Edwards AFB, California, as a F–104 chase pilot. He is the second member of 118th Fighter Interceptor Sq. to join NASA. . . . Captain John L. Swigert is now in astronaut training for the *Apollo* program. ◇ ◇ ◇ Colonel Harry C. Mailey, former commander, 940th Military Airlift Gp., McClellan AFB, California, is now Reserve Affairs Officer for Continental Air Command. He serves as adviser on Reserve unit affairs and as executive secretary of CAC's policy council. ◇ ◇ ◇ Captain Ronald K. Williams, jet pilot with 184th Tactical Fighter Gp., Kansas, is the first Air Guardsman to be named "honor graduate" of Airborne Parachutist School, Fort Benning, Georgia. He was one of 650 attending the 19-day course. ◇ ◇ ◇ Lieutenant Colonel Chester A. Amedia, commander, 757th Troop Carrier Sq., Vienna, Ohio, compiled a distinguished record in the field of community relations, making 41 public speaking appearances during 1966. His subject, the Air Force's global mission and the significant contribution of the Air Reserve Forces. ◇ ◇ ◇ Brigadier General Ross C. Garlich, assistant adjutant general for Air, Missouri National Guard, has been named chairman of the Air Force Communications Service's Air Reserve Forces policy council. ◇ ◇ ◇ Brigadier General Robert W. Smart, succeeds Major General Jess Larson (both Air Force Reserve) as president of the Air Force Association.



Builder: *MSgt. John O'Hare conceived training idea, got key pointers from Army's Special Forces.*

VIET CONG VILLAGE IN FLORIDA!

THE medics inch their way along a narrow jungle trail. . . . Ahead, several thatched huts inside a bamboo enclosure. . . . Suddenly, the stillness is shattered by explosions, small arms fire, and the pounding of running people. Vietnam? No, Florida.

The mock ambush was staged recently by Marine Reservists to acquaint members of the Air Force Reserve's 420th Medical Service Flight, Orlando, with Vietnam operations.

In addition, the medics were familiarized with anti-personnel devices employed by the Viet Cong, and the types of wounds and methods of treatment resulting from their use. A display of booby traps included explosives in coconuts, sticks of dynamite wrapped with nail and metal fragments, and trenches dotted with *punji* sticks (bamboo spikes).

Master Sergeant John O'Hare of the 9884th Air Reserve Squadron, Orlando, masterminded the replica of a Vietnamese village. The training complex consists of six huts with trap doors leading to a 230-foot maze of tunnels and underground hideaways, and an observation tower built to resemble a monument. It is located on a 164,000-acre tract of jungle-like terrain leased by the Marine Corps.

Plans for the full-scale village were sent to Sergeant O'Hare by a friend serving in Vietnam. A visit to the Army's Special Forces School at Fort Bragg, North Carolina, provided additional background for the project.

Many armed forces units in the area assisted in the construction. Among them were members of Air Force and Marine Reserve units, Army Civil Engineers and an Orlando volunteer fire brigade. First, and most difficult, was the digging by hand of tunnels which range from two to five feet in height. Building supplies were furnished by local merchants.

To add realism, Air Force and Marine Reservists clad in authentic uniforms pose as Viet Cong guerrillas and surprise trainees with rifle fire, smoke bombs, land mines and practice grenades. Sergeant O'Hare purchased a bolt of black cloth for the original uniforms, spending $24 of his own money. They were made at a local school as a special home economics project.

More than 4,000 active duty and Reserve personnel have trained at the village. These include Air Force paramedics, Reserve Officer Training Corps cadets, Army Special Forces and paratroopers, Navy pilots, Seabees and Reservists from all the armed services.

Sergeant O'Hare, a veteran of World War II and Korea, was featured last year in an issue of *Life* magazine. But, he is not resting on his laurels. Now he would like to build a South American Special Forces training camp near Tampa.

the air reservist

Vol. XIX—No. 4 May 1967

Air National Guard
Air Force Reserve Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

Maj. Gen. Richard S. Abbey
Ass't Chief of Staff Reserve Forces, USAF

EDITOR: **Fred E. Giachino**

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The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER . . . focuses on Air Reserve Technicians — such as these maintenance men of the 440th TCWg. Wis.—and their daily role in keeping Air Force Reserve units flying. (Story, page 4)

reserve camera

. . . highlighting some of the people and units honored at the Air Force Association Convention, March 14-17.



a/ *"Loening Trophy": to 940th MAGp., McClellan AFB, Calif. Col. Harry C. Mailey, then the unit comdr., accepts award from Lt. Gen. Henry Viccellio, comdr. of CAC.*



b/ *"Outstanding airmen": TSgt. Evan Hale, AFRes' 304th ARRSq., Ore., and CMSgt. Leroy Robbins, ANG's 132nd Ftr. Gp., Iowa, are Air Reserve Forces' top enlisted men.*

Unit and aircrew trophies: Jess Larson, then AFA pres., presented these awards at the Air Reserve Forces Seminar: **c/** *"Outstanding AFRes Unit" to 440th TCWg., Gen. Mitchell Fld., Wis., accepted by Brig. Gen. J. J. Lingle, comdr . . .* **d/** *"Outstanding ANG Unit" to 190th Tac. Recon. Gp., Hutchinson, Kan., received by Col. C. L. Boggs, comdr. . . .* **e/** *"President's Trophy" for outstanding AFRes flying crew accepted by Maj. P.R. Priday, aircraft comdr., 302nd TCWg., Clinton Co. AFB, Ohio. (In addition, Brig. Gen. I. G. Brown, asst. chief, NGB, Air, was presented an AFA citation.)*







THE AIR RESERVIST
AIR RESERVE PERSONNEL CENTER
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the air reservis



PEOPLE...

our most important asset . . . also our most complex asset. In fact, the simplest man is far more complex than our most sophisticated weapon or machine.

BY DR. EUGENE T. FERRARO

Deputy Under Secretary (Manpower), USAF

The performance of a machine is set by design limitations—controlled by existing knowledge as reflected in rather inexorable physical laws. We cannot improve the range and accuracy of a missile by a factor of four, or even two, merely by managing it more effectively.

In contrast, one may increase the productivity of a man many-fold by proper education, training, leadership—in short, by giving him the skills and motivation to do his job better.

During its twenty years of formal existence, the Air Force has developed into a strong major military arm by stressing its weapons development, its operational techniques, and its management capabilities. The results have been dramatic.

If we can do this much in an area limited by physical laws, think how much greater opportunity lies in the area of manpower where there are no such limits. We have in the Air Force today some 1,750,000 people, including our Air Reserve Forces.

If—through better motivation and management—we could achieve only a fractional increase in the productivity of each of these Air Force people, the overall impact on Air Force effectiveness would be far more dramatic than our progress in any other area. Moreover, we can create a self-generating cycle of improvement—a cycle in which more effective people will develop and control more effective equipment, creating greater intellectual and technical challenges that will attract a constantly higher caliber of people to regenerate the cycle. Always at its core is man, the individual—our most significant resource.

All of us—in my office, in the entire Secretariat, in the Air Staff, and in the Air Force at large—recognize the infinite complexity of human beings.

We are also all aware of the problems of today. We are attacking these problems now, as they arise, in concert with and through the Air Staff; and we shall continue to place primary emphasis on the affairs of today.

However, in order to find lasting solutions, we must be concerned with the future as well as the present. We are determined to discover better techniques to develop and employ our people—to help us prevent future problems as well as solve today's problems. Only by planning for and emphasizing the future can we prepare the improved techniques needed for it.

We cannot achieve the type of breakthroughs which we need by piecemeal attacks on individual problems. For example, it is impossible to discover lasting solutions to problems of officers, airmen or civilians without considering the impact of these solutions on problems in related areas.

You cannot plan actions in the Reserve Forces without considering their impact on the active force and vice versa.

To prepare for the future, we must look at the entire manpower and personnel system, relate the parts to each other, and plan for the improvement of the whole.

The Air Staff has been working on the development of management techniques, designed to apply an analytical approach to the manpower area, in order to achieve the dynamic progress in our people programs which the systems approach has achieved in hardware.

But right now, before these overall manpower systems techniques are fully operable, we must parallel their development with efforts to cope with today's problems. We have identified six priority areas:

- Officer Career Development and Career Management Program;
- Enlisted men—image, identification—better promotion possibilities;
- Manpower in missions (civilian/military manpower mix);
- Personnel and manpower research activities in the Air Force;
- Educational technology; and
- Reserve Forces.

In each of the areas I have listed, the Air Force has made magnificent contributions and breakthroughs. However, I feel that we can make further progress by treatment of the total system—through interrelationships of the various areas.

For example, in the area of Reserve Forces organization and management, our programs have been the subject of frequent inquiries and review. Because of the broad base of national interest and organizational support, Congressional interest in the Reserve Forces has always been intense. It will continue to be so in the future. A current example is the Reserve Bill of Rights which is now awaiting hearings in the Senate.

Air Force interest in its Reserve components is also intense. An analysis and evaluation of roles and missions which should be assigned to the Air Reserve Forces is being conducted by RAND Corporation. This evaluation should be responsive to Air Force needs for conceptual thinking about the future of our Air National Guard and Air Force Reserve. Other efforts are in

see PEOPLE page 15

[*Ed. Note: Dear Reader, any resemblance this article has to actual trial proceedings is purely coincidental. When it comes to taking poetic license, we nominate the writer as a candidate for "poet laureate of 1967." However, we fully subscribe to the verdict rendered.*]

Cast: Judge (190 million Americans); Accused (all members of the Air Reserve Forces); Prosecutor; Defense attorney, and witnesses.

Prosecutor: I contend the Weekend Warrior is dead and charge the accused with his murder.

Judge: How do you plead?

Accused: Not guilty.

Prosecutor: Your honor, we have evidence that the Weekend Warrior did exist. We introduce: Exhibit A, the various Air Guard and Air Force Reserve bases where the victim enjoyed productive life one weekend each month. Exhibit B, the Flagpole around which he flew so many times to gain practical experience; and we have millions of witnesses. To save time we shall call only two.

Judge: Call the first witness.

Prosecutor: General George Washington, take the stand. Sir, did you know the victim?

Witness: No, but I knew his father well. He was called the Minuteman. He fought by my side throughout the Revolutionary War. Without him there would have been no United States.

Prosecutor: Thank you general. And now we call the President of the United States. Mr. President, did you know the victim?

Witness: Yes, indeed. He was used to help save the people of South Korea and then continued his weekend activity until we needed him for Berlin and Cuba. Then he seemed to disappear. He no longer showed up at many of his bases on special weekends.

Prosecutor: When was the last time you saw him?

Witness: Just before the U.S. came to the aid of the Dominican Republic and South Vietnam.

Prosecutor: You have not seen him since?

Witness: No sir . . . no one I recognize as the Weekend Warrior.

Prosecutor: No further questions.

Defense: Your honor, we do not deny that the Weekend Warrior existed. In fact, we base our entire case on the fact that he is still alive.

Judge: State your case!

Defense: We have two witnesses. Will the first please take the stand . . . your name and occupation?

Witness: My name is Citizen. My occupation is scientist, farmer, teacher, clerk, salesman, doctor, driver . . . everything.

Defense: Is the Weekend Warrior still alive?

Mr. Citizen: Yes, I am the Weekend Warrior.

Defense: No further questions. We call our next witness. State your name and occupation.

Witness: My name is Citizen Airman. My occupation is military. I am a pilot, air policeman, radar operator, pararescueman, loadmaster . . . whatever the Air Force wishes me to be . . . I am.

Defense: Is the Weekend Warrior alive?

Mr. Airman: Yes, I am the Weekend Warrior.

Prosecutor: Your honor! I demand the right to cross-examine these witnesses.

Judge: You may cross-examine.

Prosecutor: Mr. Citizen. Our Gross National Product increases each year . . . a sure sign of a productive civilian population. Did you contribute to this?

Mr. Citizen: Yes sir, I did.

Prosecutor: Thank you, that is all. And now, Mr. Airman. I also have evidence that the Air National Guard and Air Force Reserve are making many significant contributions to the nation . . . airlift crews transported thousands of passengers and tons of cargo . . . GEEIA Guardsmen travelled to France to help move communications and electronics gear . . . troop carrier units helped train paratroopers . . . and most members of the Air Reserve Forces devote off-duty hours to complete ECI courses. Do you deny these are but a few of the many activities you accomplish in an effort to remain combat ready?

Mr. Airman: I do not deny it.

Prosecutor: Are you asking us to believe you accomplished all this on weekends only?

Mr. Airman: Definitely not.

Prosecutor: No further questions. Your honor, I submit that we have proved beyond doubt that the Weekend Warrior is gone . . . done in by the accused through continual, day-in, day-out support of the Air Force. I rest my case.

Judge: Then it is the finding of this court that the accused are guilty . . . guilty of deliberately putting an end to a concept by not restricting their dedication, performance and patriotism to just certain days of the year. The punishment shall fit the crime: Until such time as the term Weekend Warrior may again be applied with accuracy, you shall be known as *Instant Airmen.*



the "Instant Airmen."

A DC–3 crash-lands in shallow, shark-infested waters off the Bahamas. A search is launched for the plane and its eight passengers. A crew of the 301st Aerospace Rescue and Recovery Squadron out of Homestead AFB, Florida, is the first to sight the wreckage. Two pararescuemen jump from their HU–16 *Albatross* to the side of the victims and render immediate assistance. The pilot then makes an open-sea landing and taxies three miles to complete the rescue.

A young mother and her two-month-old daughter survive a plane crash in the rugged Mt. St. Helens area of Washington. Pararescuemen of the 304th Aerospace Rescue and Recovery Squadron, Portland, Oregon, jump to their aid. With the assistance of an Army helicopter, they make their way up the steep mountainside. They find the pilot and another passenger dead. The mother, despite a broken back, managed to keep her baby alive throughout 48 hours of freezing temperatures. One pararescueman diagnoses the injuries and administers first aid. The other tucks the baby into his flight jacket and makes his way down the steep slope to the helicopter.

These people lived . . . thanks to the courage and skills of the Air Force Reservists.

Only two examples, but they illustrate the professionalism and dedication shared by the officers and airmen of Air Force Reserve's five Aerospace Rescue and Recovery squadrons: the 301st, Homestead AFB, Florida; 302nd, Luke AFB, Arizona; 303rd, March AFB, California; 304th, Portland IAP, Oregon; and 305th, of Selfridge AFB, Michigan.

The Military Airlift Command's Aerospace Rescue and Recovery Service (ARRS) supervises their training and inspection.

Two squadrons, the 303rd and 305th, converted to the HC–97 *Stratorescuer* within the past year. The others fly the *Albatross*. The HC–97 units are authorized 43 officers and 162 airmen; the HU–16 squadrons, 34 officers and 105 airmen. They are manned by pilots, navigators, airborne radio and radar operators, maintenance personnel, rescue survival specialists, administrative and supply clerks . . . all working as a team.

Last year, these Rescue specialists completed 207 productive missions and logged 1,600 flying hours. However, not all jobs are as rewarding as the two "saves" mentioned earlier.

Many tedious hours are flown searching for overdue planes, fishermen, hikers and hunters. For example, last September, airmen of the Michigan squadron spent 61 hours over Lake Superior looking for a Canadian plane with two people aboard. They were never found. There have been other cases when the subject of an intense search turns up safe and sound.

In addition to searches, many hours are spent in escort and orbit (*Duckbutt*) operations just to be on the scene if trouble develops.

Routine assignments like these seldom make news headlines.

For some months, rescuemen of the 305th at Selfridge AFB, have been providing protective coverage for high-flying Air Force U–2 research aircraft employed in Project *Hi-Cat* (High Altitude Critical Atmospheric Turbulence). The U–2 pilots measure turbulence at 40,000 to 70,000 feet. *Hi-Cat* data will be used in the design of new aircraft structures such as the supersonic transport and to forecast dangerous turbulent areas. The project has taken the Reservists to the Caribbean, Alaska and England for six-

Arizona: *After a practice water jump, the 302nd's A1C Ralph Long releases chute and prepares to use SCUBA gear to reach "victims."*



Michigan: *HC–97 aircrews of the 305th provide rescue coverage for Air Force U–2s making atmospheric tests over Alaska.*



California: *Aircrew of a 303rd HC–97 is briefed in April on a mission to escort A–26s being ferried to Southeast Asia.*



they span the globe . . . **"THAT**

week periods. Missions to Argentina, Panama and New Zealand are scheduled for the future.

Reserve rescue squadrons were established in 1956 with the activation of the 301st at Miami IAP. Less than six months later the Florida unit became the first Reserve outfit to make an actual *save* following the collision of two B–47 bombers during a refueling exercise over the Caribbean. They rescued three survivors. Other examples are:

Reservists performed a vital mission during the 1961 Berlin contingency. Two crews from each of the squadrons volunteered for 60-day active duty tours, manning stations at strategic jumping-off points for Air National Guard jets deploying to Europe. Similar safety measures were afforded Air Guardsmen on their return.

A year later, during the Cuban crisis when the United States demanded the removal of Russian missiles from Cuba, Rescuemen were on hand for the massive buildup of our forces in Southeastern United States. Major General Joseph A. Cunningham, then commander of MAC's Air Rescue Service (forerunner of ARRS), stated: ". . . Rescue Reservists again demonstrated . . . their high degree of combat readiness and their willingness to lay it on the line . . . for our country's good. It is a source of pride and confidence to our active rescue units to have these competent, selfless men on our team."

Again, during the Dominican crisis of 1965, volunteer crews from each squadron immediately went on 'round-the-clock status to provide their life-saving service to the participating forces.

The units also have supported MAC's commitments to the National Aeronautics and Space Administration in almost all *Mercury* and *Gemini* space flights. They either manned stations to help recover the astronauts, or relieved active duty crews thus permitting them to fly recovery missions.

In addition to their regular work, the rescuemen are frequently called upon to fly humanitarian airlift and ferry missions. Last June, the 302nd at Luke AFB flew a critically burned woman from the Fort Apache Reservation in central Arizona to Luke. From there she was transferred to the Brooke Army Medical Center in Texas. Ferry and pickup flights for the Air Force take the Reservists all over the world. Volunteer crews from the 302nd have ferried aircraft to Okinawa and the Philippines. Earlier this year, aircrews of the 302nd made four ferry flights in one week.

Training requirements for these Reservists are the same as for their active duty counterparts. Their operational capability is outstanding. Manning percentage and aircraft in-commission status of the squadrons are on a par with active duty units, and, although their missions take them over some of the most rugged geographical areas of the world, their safety record is excellent.

The pararescuemen attached to each unit are highly trained specialists. They must be precision parachutists; expert swimmers, familiar with the use of underwater breathing apparatus; trained medical technicians in advanced first aid; and familiar with all survival techniques. In recognition of their importance, the Air Force has authorized a distinctive uniform for both Regular and Reserve pararescuemen. It includes special insignia and a maroon beret.

Master Sergeant Eugene V. Ingram and Technical Sergeant Evan N. Hale of the 304th recently became the first Reserve pararescuemen to receive the *Airman's Medal.* The award was given for their part in saving the mother and baby at the mountain crash scene last June.

These two are typical of Reserve rescuemen . . . an elite, dedicated group, ready at a moment's notice to fly anywhere . . . *That Others May Live.* ■

Florida: *Landing an HU–16 in the open sea requires much skill and training. A 301st crew practices a "rescue" in the Atlantic.*



Oregon: *MSgt. E. V. Ingram (r), "Airman's Medal" winner of the 304th, gets help with tree-jump gear from SSgt. L. Stivers.*



OTHERS MAY LIVE"





Maj. Gen. Henry G. Thorne Jr. *On July 15, he becomes the vice commander of the Continental Air Command, Robins AFB, Georgia. General Thorne currently is commander of Tactical Air Command's 12th Air Force. He succeeds Major General J. S. Holtoner, now retired.*

Oklahoma training concept adopted by Guard Bureau

People in the National Guard Bureau know a good thing when they see it and they know what to do about it. They've borrowed a new training concept from the Oklahoma National Guard's Institute of Technology which provides two weeks of concentrated instruction in hard-to-train career fields.

"One of the freshest ideas we've come across," says Raymond J. Higgins, chief of NGB's Air Personnel Division. "We liked the concept so well that we've called our program the *ANG Institute of Technology.*"

Two classes will be conducted at Savannah, Georgia. The first from July 15 to 28 and the other from July 30 to August 11. Courses will cover about 20 career fields such as intelligence, communications-electronics systems, data systems and medical.

The Air Guard's emphasis on formal and on-the-job training has boosted its skill level manning by nearly 12 per cent in the past two years. Good, but not enough for the Bureau . . . the search goes on for more new ideas to complement its many training programs.

Massive "paper war" fought in Virginia

War erupts in Europe . . . the Air Force calls on Reserve tactical airlift units to rush troops and supplies to the combat zone . . . air terminal squadrons to load and unload the materiel . . . weather units to keep commanders informed of conditions . . . and medical outfits to set up casualty staging and evacuation facilities . . . all without a shot fired or plane taking off.

The imaginary battle was part of the Army's massive "paper war," *LOGEX 67*, in which Air Force Reservists had an active role. It was conducted at Fort Lee, Virginia, April 22-May 5.

LOGEX is an annual command post and map maneuver held under simulated combat conditions. Its purpose is to train command and logistics personnel by exposing them to the problems they would face in a real war. More than 3,000 State Department, Army, Navy and Air Force members took part.

Air Force Reserve Brigadier General James L. Murray served as commander of all Air Force activities and a simulated command resembling the United States Air Forces in Europe. During the exercise, the "command" was responsible for the administration and logistical support of all military units. General Murray is mobilization assistant to the commander, 19th Air Force.

ROA to honor Reservists at California convention

Reserve Officers Association's 41st national convention is slated for June 19-23 in San Francisco.

Highlights: Discussions of Reserve programs and legislative proposals; briefings by MAC and TAC; awards to 302nd Aerospace Rescue and Recovery Squadron . . . 410th Medical Service Flight . . . each Air Force Reserve airlift wing . . . and to Major Billy Knowles of the 434th Troop Carrier Wing.



Airlifting (paper) men and materiel *B/G James L. Murray, commanding general, and Charles Jackson, administrative director of all USAF activities for LOGEX 67, resolve problems involved in meeting Army's supply requirements.*

514th TCWg. to test its "split-tour" plan

"Split-shift" Reserve aircrews? One-week summer encampments? A distinct possibility if a one-year test by the 514th Troop Carrier Wing, McGuire AFB, New Jersey, proves successful.

Colonel Campbell Y. Jackson, commander of the 514th, originated the "split-tour" idea and will put it into effect July 1. It calls for aircrews to serve one week at summer encampment and the remaining eight days when they are needed.

Reserve airlift support now depends upon technicians and volunteers. The new concept will permit long-range crew scheduling and guarantee airlift support. In addition, flying training could be distributed more equitably.

"USAF Instructors Journal" seeking contributors

Air National Guardsmen and Air Force Reservists are invited to submit articles for publication in the Winter 1967-68 issue of the *USAF Instructors Journal* highlighting Reservist and Guardsman training.

The *Journal* will devote about half its Winter issue to describe interesting and significant developments in the Air Reserve Forces. The publication's aim is to aid and stimulate improved classroom performance by USAF instructors.

The *Journal* wants original works of 2,000 to 4,000 words written clearly in readable, formal style. Minimize personal references and illustrate wherever appropriate photographs or sketches can contribute to the article. Art work captions should be sufficiently detailed to assure understanding without reference to the text.

Deadline for submission is August 15—and thus the *Journal* hopes some articles may be prepared during summer duty tours.

Style guides and other information may be obtained from the Editor, *USAF Instructor Journal*, Hq ATC (ATTSE-E), Randolph AFB, Texas, 78148.

Change of Address. *You save time . . . USAF saves money . . . If you notify the right people.*

The right people? Check Page 14 (masthead). Be sure to include your name, grade, and Service and Social Security numbers.



Among the best! *The Air Guard's 147th Fighter Gp., Ellington AFB, Texas, recently became one of the few units of the Air Reserve Forces to earn the Air Force "Outstanding Unit Award." Lt. Gen. Herbert B. Thatcher, comdr., Air Defense Command, unveils a replica of the ribbon the unit's members are entitled to wear. Flying F–102s, the 147th is an integral part of ADC, furnishing air defense for the upper and middle Texas Gulf Coast region.*



"Clove Hitch III." *More than 50 ANG jets, such as these F–86s, provided most of the air strike force during a mock invasion of Puerto Rico in April. Air Guardsmen joined some 21,000 active duty servicemen to test tactical concepts of joint operations. New York's 174th, Illinois' 183rd and Puerto Rico's 156th Tactical Fighter Gps. flew close air support missions as Alabama's 117th Tactical Recon. Wg. photographed the area.*

the "Instant Airmen."



"Crate Zero One . . . this is Dram Seven One. Five on station . . . weather good . . . flight level Two Zero Zero."

"Tallyho! Tankers at One One Three Zero."

"Dram Seven One . . . we have you in visual and are beginning contact approach."

Strange conversation?

Not to Air National Guard pilots and tankermen. Similar ones are repeated almost daily as Air Guardsmen fly long-range missions throughout the world.

This one occurred 20,000 feet above the Pacific during April. *Crate Zero One* was the call sign for the leader of a flight of F–84F *Thunderstreaks* of the Ohio ANG's 121st Tactical Fighter Wing. *Dram Seven One* was the pilot of a jet-augmented KC–97L *Stratotanker* of the Guard's 126th Air Refueling Wing, Chicago, Illinois.

Six of the jet fighter-bombers were returning home after taking part in exercise *Tropic Lightning III* in Hawaii. They had rendezvoused with the big tankers about 700 miles from Honolulu.

The six thirsty jets hooked up with three of the tankers, gulped thousands of pounds of fuel, then streaked on. The transfer was completed in about seven minutes. It was duplicated several hours later about 1,000 miles from California.

Exercises like *Tropic Lightning, Frontier Assault* and *Clove Hitch III* are made possible by such air-to-air refueling. It is a key to the Air Guard's global mobility.

Tropic Lightning was a joint combat training exercise conducted by the U.S. Strike Command from February 12 to April 15.

For the Air National Guard, it was another opportunity to demonstrate the "instant readiness" of the *Strategic Reserve.* Their fighter-bombers provided valuable close air support for the Army's 11th Infantry Brigade on the big island of Hawaii, some 200 miles southeast of Honolulu.

Six *Thunderstreaks* . . . three each from the 178th Tactical Fighter Group, Springfield, and the 179th, Mansfield, Ohio . . . departed their home bases in early February. They were refueled twice.

Ground support personnel were airlifted to Hickam AFB by two C–124s of Air Force Reserve's 442nd Military Airlift Wing, Richards-Gebaur AFB, Missouri, and two Tactical Air Command C–130s. These units also provided the redeployment airlift.

Aircraft and personnel were based at Hickam. Approximately 78 Air Guardsmen were there at all times. This was done by rotating the crews, with replacements airlifted by the KC–97s.

Target area for the ANG pilots was the Pohakuloa training area within sight of Mauna Loa, one of the world's largest active volcanos. They flew 303 close air support sorties for the infantrymen. The Guardsmen dropped 104 high explosive 750-pound bombs and 54 tanks of napalm, unleashed 973 rockets and fired 76,063 rounds of .50 caliber ammunition.

Tropic Lightning gave pilots and infantrymen valuable training in the type close air support tactics

TR





Teamwork: *Fighter pilots and 179th talk over the day's AFB. Their concerted efforts the success of the Pacific*



Hooked up: Lt. Col. Emerson E. Lewis, cmdr., 170th, and F-84 flight leader, is refueled by a 128th tanker after furnishing close air support to exercise ground forces.

PIC LIGHTNING III

ANG TANKERS PUT JETS INTO ACTION FAST



Safety step: Before long trip home, these F-84 pilots requalified in refueling tactics. Photo taken past helmet of Col. J. Ashford, Hawaii ANG F-102 pilot.

Firepower: Air Guard support crews, such as this armorer at the 175th, kept jets ready for action at the Pohakuloa maneuver area. He is adjusting an F-84 rocket pod.





used daily in Vietnam. Maintenance personnel also gained on-the-job experience.

The exercise again demonstrated the Air Guard's ability to quickly deploy its tactical fighters anywhere on the globe by means of its refueling capability.

Three groups of the 126th Air Refueling Wing were involved. They were: the 126th, Chicago; 128th, Milwaukee, Wisconsin; and 160th, Wilmington, Ohio. A total of 38 officers and 58 airmen took part on a short-tour additional training basis.

According to the task force commander, Colonel Warren E. Bristow, commander of the 126th Group, nine KC–97s (three from each group) provided redeployment refueling on April 14. They staged out of Hickam and were organized into two cells. A group of five tankers gave the returning jets their first drink, then returned to Hickam. The second cell rendezvoused with the F–84Fs near California and continued to McClellan AFB.

Major General Winston P. Wilson, chief of the National Guard Bureau was impressed with the performance of the Guardsmen. His comments: ". . . *Tropic Lightning III* has again provided graphic evidence of the ANG's operational capability. Our tactical aircraft, supported by Air Guard tankers, helped furnish invaluable, realistic training for Army ground elements, training which otherwise could not have been provided without detracting from the active establishment's commitments."

Shortly after returning to their home base the 126th tankermen were off again, this time to Puerto Rico and *Clove Hitch III*. ■



a/ b/

"Coronet Fire" and ferry flights *Fire bombs and pepped-up planes occupy these Guardsmen in Alaska. . . .* a/*Armorers of the 185th Tactical Fighter Gp., Iowa, load an F-100 at Eielson AFB during "Coronet Fire,' a cold-weather, fire-bomb test for USAF. . . .* b/*Members of the 144th Air Transport Sq., Anchorage, put their "brand" on a C–123 before it is returned to Clark AB, Philippines, for Vietnam service. The 144th will ferry about 100 "Providers" to and from the U.S. where they are being outfitted with new landing gear and jet assist engines at the manufacturer's plant in Maryland.*

Airmen trade stripes for officer bars

Thirty-six Air Force Reserve enlisted men will trade stripes for officers' bars by June 30 under the *Outstanding Airman's Commissioning Program.* The Reservists were selected for performing exceptional work in their units. Appointments are contingent upon completion of processing.

Reservists selected are:

California: SMSgt. Robert M. Gabriel; MSgts. Robert I. Baker, Joseph L. Hibbard and John D. Murray; SSgts. Wayne L. Perkins and James G. Polk. *Florida:* MSgt. Malcolm C. McCullouch; SSgts. Robert L. Robbins and Edward S. Streatfield. *Idaho:* SSgt. Darren L. Venters. *Illinois:* SSgt. Lawrence M. Peer. *Indiana:* SSgts. Robert E. Hilton, Martin W. Lynch and Leo M. Sladtmiller Jr. *Maryland:* TSgt. Jose A. Toro and SSgt. Bruce W. Sorter. *Massachusetts:* MSgt. John E. Janczyk. *Minnesota:* TSgt. Ernest O. Buhler. *Missouri:* TSgt. Jerry D. Ring.

Also, *New York:* SSgts. Robert A. Hogan, Salvatore Labarbera and Joseph P. O'Leary. *Ohio:* TSgt. Andrea A. Nielsen and SSgt. Christopher M. Gibson. *Oregon:* TSgt. Paul S. McCartt. *Pennsylvania:* MSgt. Edward F. Webster. *Texas:* CMSgts. George F. Cantrell and Ronald E. Evans; MSgts. Stanley G. Furlow and Larry M. McGuffin. *Utah:* TSgt. Thomas E. Lightfoot; SSgts. Gerald V. Bush and Bruce C. Williamson Jr. *Washington:* TSgt. Jimmy A. Barnes and SSgt. Alfred L. Gabriel. *Wisconsin:* CMSgt. Carl E. Frith.

"A plus of manpower in officer and enlisted ranks."

"A proposed increase in the Air Defense Command's *Selected Reserve Augmentation* assignments. . . ."

Twenty-three top level officers of ADC met May 2 at Richards-Gebaur AFB, Missouri, to discuss "better utilization of the professional know-how gleaned by Reservists from their civilian occupations."

Major General Clarence Davies Jr., mobilization assistant to the commander, First Air Force at Stewart AFB, New York, chaired the meeting.

Conferees heard Colonel Frank H. Spink Jr., mobilization assistant to the Commander, Tenth Air Force, Richards-Gebaur, emphasize the value of the program, saying: "Increased utilization . . . will provide commanders with a plus of manpower in officer and enlisted ranks."

Among those attending were Major General Thomas K. McGehee, 10th AF commander, and mobilization assistants to the commanders of two of ADC's numbered Air Forces: Major General Gwynn H. Robinson (4th), Hamilton AFB, California, and Brigadier General Joseph W. Barron (14th), Gunter AFB, Alabama.



USAF award presented hospital *Dr. George Yeager, director of University Hospital (Md.), accepts award from Dr. Theodore C. Marrs, (l) Deputy for Reserve and ROTC Affairs, USAF, during CAC Medical Symposium, April 10-13.*

Date changed for start of new system

Starting date of the Air Reserve Forces computerized pay system has been changed from July 1 to January 1, 1968, to permit additional testing.

Under the new system, Air National Guardsmen and drill attending Air Force Reservists will receive their pay checks from the Air Force Accounting and Finance Center, Denver, Colorado, instead of their unit. Excluded are ANG basic trainees, officers on extended active duty and mobilized Air Reserve Forces personnel.

Dry-run tests on 7,500 accounts will start July 1. On October 1, the Center will issue checks for the 7,500 accounts in a *live* test that will continue until the entire system goes into effect.

Reservists exchange medical aerospace technology

Distinguished speakers . . . and Awards highlighted Continental Air Command's (CAC) *Fourth Annual Medical Reserve Symposium* held April 13 at Washington, D.C.

Some 385 active duty and Air Force Reserve physicians and nurses from throughout the United States exchanged aerospace medical technology. Among the speakers were Lieutenant Generals Richard L. Bohannon, Air Force Surgeon General, and Henry Viccellio, commander, CAC.

Awards presented:

University Hospital (University of Maryland, Baltimore), the Air Force *Citation for Support of the Air Reserve Forces*. . . . the first medical institution to receive the award. The hospital was cited for permitting the use of its facilities by Reservists of the 22nd Medical Service Squadron and 403rd Medical Service Flight, Baltimore.

CAC *Certificates of Recognition* for outstanding improvement in manning, training and operational readiness: 933rd Tactical Hospital, Gen. Mitchell Field, Milwaukee, Wisconsin; 918th USAF Dispensary, Dobbins AFB, Georgia; 410th Medical Service Flight, Carswell AFB, Texas; and 34th Aeromedical Evacuation Sq., Kelly AFB, Texas.

CAC's *Flight Surgeon of the Year* to Lieutenant Colonel David W. Aiken, commander, 926th Tactical Dispensary, New Orleans, Louisiana.

tornadoes . . . cadet exchange . . . film . . .

Civil Air Patrol

Civil Air Patrol can look with pride on its role in the Chicago area tornadoes . . . the 20th consecutive year of its International Air Cadet Exchange program . . . and a new film describing CAP.

Thirty-three units were in the thick of relief action within minutes after deadly tornadoes ravaged Chicago and its suburbs April 21. CAP personnel moved in to establish emergency communications stations, operate power units, assist in the search for injured and to evacuate and treat casualties.

The Oak Lawn squadron mobilized 200 personnel and were supported by members from as far away as Champaign and Peoria. Three aircraft were used for reconnaissance of the disaster area.

An Evanston squadron sent a team of 18 members to Belvidere within an hour after the tornadoes struck. CAP units provided 500 personnel, 8 buses, 14 station wagons, 8 pickup trucks, 23 auxiliary power units and 30 radio communication stations.

In July, 18 foreign countries will participate in Civil Air Patrol's International Air Cadet Exchange program, one of this nation's outstanding methods of promoting better understanding among youth of the Free World.

Last year the exchange was curtailed when Air Force airlift support was withdrawn due to Southeast Asia demands. As a result, the 1966 program was a two-country exchange between the U.S. and Canada.

Visiting the United States will be 112 youths from the 18 countries. They will be taken on sightseeing tours of New York City and Washington, D.C., in addition to special activities in host states.

Cadets are selected on the basis of character, academic achievement, leadership ability and good citizenship. CAP has sponsored the program since 1948 when only the Air Cadet League of Canada participated. The exchange will begin in New York City, July 19, and end in D.C. on August 11.

Cadet Wings in Civil Air Patrol (SFP 1532) is a new Air Force 16mm film describing CAP's flight training program. The 15-minute color film is available through Film Library, 8900 South Broadway, St. Louis, Missouri, 63125.

The thick of things! *In addition to CAP planes and equipment, muscle power was important in disaster relief operations after the Chicago tornadoes. These Cadets are part of Evanston team which helped restore order to Belvidere, Ill. (l-r) Gregory Miller, Edward Sackley, Dean Tjaden, and Frank Roth.*





WELL, .

What weekend warrior? He's the "Instant Airman!"

"What's in a name?" More than 285,000 members of the Air Reserve Forces say PLENTY!

In this case, the name is *Weekend Warrior*. The objection? It's a misnomer that implies limited performance . . . an inaccurate description of the thousands of Air Force Reservists and Air National Guardsmen who spend many hours away from their civilian occupations contributing to the Air Force mission . . . at any time of the day or night . . . on week days, weekends or holidays.

Crises, emergencies, catastrophies and priorities don't follow the calendar . . . they just happen. When they do, the Air Force knows it can depend upon its civilians in uniform to handle a good sized chunk of the job. USAF also knows they can swing into action in a matter of hours. In effect, they are *Instant Airmen* . . . civilians one minute and airmen the next, pausing only to change into uniform before reporting for duty.

Who are these people . . . these *Instant Airmen?* They are the Air Force's *Ready* Reservists . . . about 84,000 Air Guardsmen and more than 200,000 Air Force Reservists. The majority hold civilian jobs that are not related to their military positions. The rest are Technicians . . . men and women, employed by the State or Federal Governments, who perform the same functions as civilians as they do while on active duty for training.

All Air Guardsmen are *Ready* Reservists and are assigned to ANG's more than 800 units. The Air Force Reserve has over 600 units and a variety of program elements to accommodate members assigned to the individual training category. Examples are mobilization augmentees and reinforcement designees. Most train with major commands and are officers with extensive educational backgrounds who would fill key command or scientific positions if mobilized.

Do these members of the Air Reserve Forces deserve the term *Instant Airmen?* Let's take a look at some of the missions they perform and how important they are:

Since the buildup of forces in Southeast Asia, the Guardsmen and Reservists are filling the gap left by Regulars assigned to combat. In doing this, they fly cargo to all points along the Military Airlift Command's global routes; carry aeromedical evacuation patients; help train Army paratroopers;

DOES THE WEEKEND WARRIOR EXIST?

maintain air defense and radar alert; provide assault airlift and tactical air support during joint military exercises; repair and install communications and electronics gear; and, work alongside their active duty counterparts to help move priority supplies and equipment in and out of MAC's busy air terminals.

In addition, Guardsmen and Reservists are *instantly* available to participate in USAF's humanitarian efforts. They fly search and rescue missions; carry food, medicine and emergency supplies into areas devastated by floods, hurricanes, tornadoes or earthquakes; and, play an active role in USAF's Civic Action program.

The Air Force Reserve has about 130 Medical Service Units manned by skilled professionals who augment the staffs at Air Force hospitals throughout the country; and, lawyers and chaplains—in a non-pay status—who furnish legal and spiritual help to units, eligible servicemen and dependents of personnel serving in Vietnam.

Is this support really significant? We'll let some of the people who really know answer that:

"Despite the fact that we have deployed nearly a half million men of our active forces to Southeast Asia, our capability for meeting treaty commitments and reacting to other contingencies elsewhere in the world has not diminished . . . This is primarily because we have retained our reserve forces as a ready force in being and increased their strength and readiness to respond promptly when and where needed." Recent remarks by *Deputy Secretary of Defense Cyrus Vance.*

"Even without mobilization, our Reserve Forces have freed aircraft and active duty aircrews and support personnel for deployment to Vietnam . . . They merit our gratitude." *Secretary of the Air Force Harold Brown.*

Last year, airlift units of the Air Guard transported more than 109,000 passengers and 32,000 tons of cargo while Air Force Reservists carried about 108,000 passengers and 25,000 tons of cargo. The Reserve's troop carrier units also helped train more than 147,000 paratroopers. In addition, both components joined forces during the two-month *Combat Leave* operation to airlift more than 65,000 servicemen unable to travel via commercial airlines.

In February, Major General Joseph A. Cunningham, commander of MAC's 22nd Air Force commented on the meaning of this support: "In order to fulfill our worldwide airlift requirements, we have called upon our Reserve units . . . to handle about 10 per cent of the cargo airlifted worldwide by MAC. In order to accomplish this, these units do about 60 per cent of the flying that we would expect them to provide if they were called to active duty."

Another critical situation arose when France's President, Charles de Gaulle, requested the U.S. to remove its military units. For the Air Force, it meant dismantling many pieces of complex communications and electronics equipment. More than 400 Air Guard GEEIA specialists volunteered to assist. About 200 made the trip and got the job done with time to spare. For many it meant giving up the Christmas and New Year's holidays with their families.

Although praise came from many top level personalities, we have selected that of Technical Sergeant John Touchstone, an active duty adviser who worked with the GEEIA Guardsmen: "I'd take these guys anytime . . . I'm a hard type to impress, particularly when you bring in troops to do the kind of work I live with every day. But I am impressed. Each of these Guardsmen knows his business from top to bottom . . ."

Here's one more opinion to strengthen the case against the use of the term *Weekend Warrior* . . . it's an extract from an article written by Doctor (Col.) Philip T. Williams Jr. with the Office of the Surgeon General, USAF: "The productive training of medical units organic to Reserve Forces flying groups is accomplished in direct support of their parent unit. It represents a tremendous workload which, without the Reserve support, would fall to active facility medical personnel. One hundred thirty such units annually accomplish approximately 65,000 dental examinations, 13,000 flying physicals, 52,000 nonflying periodic physicals, 500,000 immunizations, 195,000 laboratory procedures, 75,000 X-rays and 18,000 electrocardiograms. This is in addition to their own unit training and administration, aerospace medical program, self-help/buddy-care classes, and disaster and mobility exercise planning."

What *Weekend Warrior?* Long live the *Instant Airman!* ■



HELP WANTED

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies and the grades indicate the highest grade positions available. For information on listed positions, write directly to the unit using address given.

KEY — UNIT

1. 144th Air Transport Sq., Kulis ANG Base, Anchorage, Alaska, 99502
2. 302nd Aerospace Rescue & Recovery Sq., Luke AFB, Arizona, 85301
3. 456th Medical Service Flt., Edwards AFB, California, 93523
4. 349th Military Airlift Wg., Hamilton AFB, California 94935
5. 303rd Aerospace Rescue & Recovery Sq., March AFB, California.
6. 24th Medical Service Sq., March AFB, 92508
7. 4th Military Airlift Support Sq., Travis AFB, California, 94535
8. 25th Medical Service Sq., Travis AFB.
9. 44th Medical Service Sq., Travis AFB.
10. 518th Medical Service Flt., Vandenberg AFB, California, 93437
11. 103rd Fighter Gp., Bradley ANG Base, Connecticut, 06096
12. 432nd Medical Service Flt., Tyndall AFB, Florida, 32403
13. 26th Medical Service Sq., Chanute AFB, Illinois, 61866
14. 481st Medical Service Flt., Chanute AFB.
15. 928th Troop Carrier Gp., Chicago-O'Hare IAP, Illinois, 60666
16. Hq Air Weather Service, Scott AFB, Illinois, 62225
17. 932nd Military Airlift Gp., Scott AFB.
18. 434th Troop Carrier Wg., Bakalar AFB, Indiana, 47201
19. 926th Troop Carrier Gp., Alvin Callender Fld., Louisiana, 70140
20. 459th Military Airlift Wg., Andrews AFB, Maryland, 20331
21. 113th CAMRON, Andrews AFB.
22. 22nd Med. Svc. Sq., 2101 W. Rogers Ave., Baltimore, Maryland 21209
23. 905th Military Airlift Gp., Westover AFB, Massachusetts, 01022
24. 127th Tac. Recon. Wg., Detroit ANG Base, Inkster, Michigan, 48141
25. 305th ARRSq., Selfridge AFB, Michigan, 48045
26. 934th Troop Carrier Gp., Minneapolis-St. Paul IAP, Minnesota, 55417
27. 419th Medical Service Flt., Keesler AFB, Mississippi, 39534
28. 157th Military Airlift Gp., Pease AFB, New Hampshire, 03801
29. 33rd Medical Service Sq., McGuire AFB, New Jersey, 08641
30. 109th Military Airlift Gp., Schenectady Co. Apt., New York, 12301
31. 914th Troop Carrier Gp., Niagara Falls MAP, New York, 14306
32. 904th Military Airlift Gp., Stewart AFB, New York, 12550
33. 429th Medical Service Flt., Stewart AFB.
34. 302nd Troop Carrier Wg., Clinton County AFB, Ohio, 45177
35. 910th Troop Carrier Gp., Youngstown MAP, Ohio, 44473
36. 937th Military Airlift Gp., Tinker AFB, Oklahoma, 73145
37. 479th Medical Service Flt., Vance AFB, Oklahoma, 73701
38. 304th ARRS., Portland IAP, Oregon, 97218
39. 911th Military Airlift Gp., Gtr. Pittshurgh AP, Pennsylvania, 15231
40. 912th/913th Troop Carrier Gps., Willow Grove, Pennsylvania, 19090
41. 8th Military Airlift Support Sq., Charleston AFB, S.C., 29404
42. 461st Medical Service Flt., Myrtle Beach AFB, South Carolina, 29577
43. 20th Medical Service Sq., Carswell AFB, Texas, 76127
44. 136th Tactical Hospital, Dallas NAS, Texas, 75211
45. 422nd Medical Service Flt., Ellington AFB, Texas, 77030
46. 423rd Medical Service Flt., Ellington AFB.
47. 433rd Troop Carrier Wg., Kelly AFB, Texas, 78241
48. 96th Maintenance Sq., Kelly AFB.
49. 7th Supply Sq., Hill AFB, Utah, 84401
50. 945th Military Airlift Gp., Hill AFB.
51. 941st Military Airlift Gp., McChord AFB, Washington, 98438
52. 13th Military Airlift Support Sq., McChord AFB.
53. 440th Troop Carrier Wg., Gen. Mitchell Fld., Wisconsin, 53207
54. 509th Medical Service Flt., F. E. Warren AFB, Wyoming, 82001

Officer

Air Police: (Capt.) 15.
Avionics: (Capt.) 17, 26, 32, 53.
Communications: (Capt.) 15, 39.
Dental: (Maj.) 13.
Engineer: (Maj.) 17. (Capt.) 6, 15, 18, 34.
Flight Nurse: (Capt.) 30.
Ground Safety: (Capt.) 15.
Medical: (Col.) 8, 13, 44. (Lt. Col.) 12, 47. (Maj.) 6, 12, 17, 39, 42, 51. (Capt.) 9, 18.
Navigator: (Lt. Col.) 17. (Maj.) 34, 40, 47, 50. (Capt.) 1, 18, 23, 30,32, 36, 39.
Nurse: (Maj.) 10, 19, 43, 46. (Capt.) 3, 4, 6, 8, 9, 12–14, 18, 20, 27, 29, 30, 32, 33, 37, 39, 45, 47, 50, 51, 54.
Operations: (Maj.) 23, 34, 47. (Capt.) 20, 26, 35, 40.
Pharmacy: (Capt.) 13, 45, 46.
Pilot: (Lt. Col.) 23, 34. (Maj.) 18, 19, 25, 31, 32, 35, 38–40, 51. (Capt.) 1, 2, 5, 7, 17, 20, 26, 36, 41, 47, 50, 53.
Radiology: (Maj.) 6.
Veterinary: (Maj.) 10, 33, 37, 45, 46, 54. (Capt.) 51.

Airman

Accounting & Finance: (TSgt.) 23, 34, 47. (SSgt.) 26.
Administration: (SSgt.) 9, 14.
Airborne Radio Opns.: (SSgt.) 2. (A1C) 38.
A/C Maint.: (SMSgt.) 17. (MSgt.) 18. (TSgt.) 31, 39. (SSgt.) 28, 41. (A1C) 40.
Air Police: (TSgt.) 18, 34. (SSgt.) 26, 53.
Air Trans.: (TSgt.) 52. (SSgt.) 7. (A1C) 49.
Comd. & Control: (MSgt.) 45. (TSgt.) 52. (SSgt.) 26.
Comm.-Electronics: (MSgt.) 18.
Control Sys. Opns.: (TSgt.) 17.
Data Systems: (TSgt.) 17.
Disaster Control: (TSgt.) 15.
Draftsman: (SSgt.) 16.
Flight Engr.: (MSgt.) 5, 20, 23, 39, 50.
Food Service: (TSgt.) 18, 29, 34, 35. (SSgt.) 8, 53.
Fuel Sys. Maint.: (MSgt.) 47. (TSgt.) 15, 34.
General Maint. Mech.: (TSgt.) 34. (SSgt.) 26.
Illustrator: (TSgt.) 16.
Instrument Repair: (MSgt.) 4, 35, 40. (TSgt.) 39, 47.
Inventory Mgmt.: (SSgt.) 26.
Maint. Analysis: (TSgt.) 47. (SSgt.) 7.
Medical: (MSgt.) 3, 6, 8, 12, 13, 17–19, 33, 37, 42, 43. (TSgt.) 9, 14, 27, 29, 53, 54. (SSgt.) 4, 20, 32, 39, 46, 51.
Medical Supply: (MSgt.) 22.
Metal Worker: (A1C) 48.
Operations: (SSgt.) 5.
Pararescue: (SSgt.) 5.
Personnel: (MSgt.) 7. (SSgt.) 5.
Preventive Medicine: (TSgt.) 28.
Procurement: (MSgt.) 15, 23.
Safety: (SSgt.) 17.
Small Arms: (TSgt.) 15.
Stenographic: (A1C) 29.
Supply: (MSgt.) 23. (SSgt.) 49.
Weather Observer: (TSgt.) 16.
Weather Specialist: (MSgt.) 16.

ANG Technician

(A/C Electrician, NGW–11) 21. 42350/42370.
(A/C Engine Tech., NGW–12) 24.
(A/C Mech., NGW–10) 11, 21, 24. 43151C/43171C.
(Finance Tech., NGC–6) 1.
(Flying Trng. Instructor, NGC–12) 1, 24. Must be Senior Pilot on flying status.
(Personnel Specialist, NGC–5) 24.

the air reservist

Vol. XIX—No. 5 June 1967

Air National Guard
Air Force Reserve Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

Maj. Gen. Richard S. Abbey
Ass't Chief of Staff Reserve Forces, USAF

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ANG: Submit changes to unit CBPO.

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"OUR (air) COVER" . . . just what Army infantrymen said during Tropic Lightning III as Air Guard F-84s zeroed-in on enemy positions relayed by active duty forward air controllers from the combat zone. (Story, page 8)



WASHINGTON REPORT....

During April, USAF implemented two recent laws affecting the Air Reserve Forces:

PUBLIC LAW 89-652 concerns everyone eligible for retired pay at age 60. He must receive written notification of achieving eligibility within one year after meeting the requirements. Once he is notified or receives retired pay, his eligibility may not be denied or revoked due to an error unless it resulted from fraud or misrepresentation on the part of the individual concerned. The Air Reserve Personnel Center has the job of notifying Air Force Reservists and Air National Guardsmen as they become eligible. About 24,000 members of the Air Reserve Forces already have completed the requirements. They will be notified before July 1, 1968.

PUBLIC LAW 89-687 authorized USAF to order draft-deferred obligors to active duty if they fail to comply with their military service obligation. (See March 1967 "Washington Report") The law remains in effect until June 30, 1968. Those Ready Reservists who enlisted under the Reserve Enlistment Program (non-prior service) and are not assigned to units or augmentation positions may be affected. Criteria for consideration in the Air Force implementation of the law requires the individual to have completed not more than a total of nine months of active duty or active duty for training, this does not include weekend drill periods; is not presently participating in a Reserve program as a member of a unit or as a mobilization augmentee; and has not been removed from a training status because of changes made by the Air Force. Those who have completed more than nine months of active duty or active duty for training but less than 24 months and are not participating in the Reserve program as outlined will be discharged from the Air Reserve Forces and reported to Selective Service. Reservists who are affected by the law will be notified in writing and will be given a 60-day period to secure an acceptable assignment.

PEOPLE from page 2

progress to improve the organization and management structure of the Air Reserve Forces.

My question is: How do we make certain that this Reserve, which has so much strategic value, continues to be responsive to changing needs? In our efforts to answer this question, we shall pay continuing attention to our Reserve Forces, identify the characteristics which make them most useful, and identify valid military missions which make full use of these characteristics. We shall support adequate manning and equipping to carry out these missions, and program transitions to new missions in a manner which will assure maximum retention and utilization of trained manpower. My office will serve as the focal point in the Secretariat for all matters having to do with Reserve Forces.

I have referred to the cycle which we must generate in order to provide continuing improvement of our system. This cycle, in its simplest terms, consists of six elements: research; new knowledge; new effort; implementation; operation; and evaluation.

Then we begin again with new research, and so on. The key to the effective functioning of this cycle is feed-back. We must be able to measure our progress—to analyze the impact of our new efforts on the total force.

The Office of the Deputy Under Secretary for Manpower will assure that there is continuing feed-back to keep the cycle going—to close the loop of our manpower and personnel system.

We shall be ever searching for new ideas, new concepts, new thinking that can lead to further improvement even as we implement solutions we discover. We shall be ever conscious of the interrelationship of the inseparable triad—organization; mission; manpower.

The six projects that we have identified, and other related proposals, have aroused considerable interest. I have found a growing desire—in some cases enthusiasm—to take part in this planned effort that shows promise of greater efficiency and effectiveness in manpower and personnel management.

Weapons and equipment are essential—and valuable. People are essential—and beyond price.

We have learned to manage our hardware with great efficiency. We shall do at least as well with our human resources.



reserve camera

Conferees: *To help expand CAT's Information Exchange program, Reservists met at Dobbins AFB, Ga., recently for a Third AFRes Region Information seminar. Meeting included a Lockheed briefing of a version of the C-5A transport now being built.*

Planning for FY '68: *Air Guardsmen met at Scott AFB, Ill., in April, with MAC officials to discuss Air Reserve Forces airlift support. Part of group included TAG Maj. Gen. Robert Wood and Jerome Hoberg of NGB, Col. Ralph Cagle and Lt. Col. Robert Campbell of MAC.*

a/



Inter-Service: *Commanders welcome Rep. F. Edward Hebert (La.) and Gen. J. P. McConnell, C/S, USAF, at New Orleans NAS joint training facility for Reservists. Greeting, (l-r) Capt. S. Baney, USN; Col. E. Murphy, ANG; Lt. Col. H. Kelly, AFRes; Cdr. M. Fleck, USCGR; Lt. Col. R. Thomas, USMCR.*

b/



A word to the wives: *Pilots of ANG's 154th Tactical Fighter Gp., McConnell AFB, Kansas, recently took their "better halves" on a tour of the facility. The purpose was to give them a better understanding of the importance of their TAC mission and a close look at the F-100 aircraft they fly.*

c/



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the air reservist

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TACTICAL AIRLIFT

Operation CREEK PARTY



WASHINGTON REPORT....

Standby Reserve to be streamlined

A May 15, 1967, Department of Defense (DOD) memo requests service Secretaries to screen the active status list of Standby Reservists (Non Affiliated Reserve Section – NARS) with a view to transferring some to the inactive (ISLRS) or retired list, or discharging them. Implementing actions may be phased over a period of one year, beginning July 1, 1967. Reservists who wish to continue to participate actively will be offered the option of transferring to the Ready Reserve.

Reservists transferred to the Standby Reserve will not be permitted to participate in reserve training. Exceptions will be: Obligated Reservists; Members who were screened from the Ready Reserve because they are key government employees; and, those Reservists who have over 18, but less than 20, creditable years of service for retirement.

DOD also has established a minimum number of points required for individuals who are eligible for retirement, but have not reached age 60, to remain in the Ready Reserve. Now these Reservists will have to earn 35 points in addition to the 15 gratuitous points they receive. Waiver of this requirement may be made under exceptional circumstances. This policy is effective with the training (fiscal) years beginning July 1, 1967.

ARPC starts involuntary recall procedures

Ready Reservists facing involuntary recall to active duty due to nonparticipation are being notified by the Air Reserve Personnel Center of their alternatives: They will not be activated if they locate a vacancy and join an Air Force Reserve unit; an Air National Guard unit; or a Ready Reserve unit of the other military services. Reservists who are ministry students, or hold critical civilian occupations, or claim personal or community hardship may request transfer to the Standby Reserve. Ordained ministers, persons with civilian jobs essential to the nation, and officers and airmen claiming extreme hardship may request discharge.

New members of Air Res Forces Policy Committee

The Secretary of the Air Force has appointed the following members to the Air Reserve Forces Policy Committee for terms beginning in July 1967: (Air Force Reserve) Major General William D. Price and Brigadier Generals Earl O. Anderson and William R. Harpster. (Air National Guard) Brigadier Generals Frank A. Bailey and John A. Johnston. (AFRes alternates) Brigadier Generals John W. Hoff and Ben J. Mangina. (ANG alternates) Brigadier Generals John P. Gifford and Joseph D. Zink. In addition, three active duty members are being reassigned: Major Generals G. B. Greene Jr., J. J. Catton, and W. P. Swancutt. Replacing them are Major Generals R. J. Dixon, W. J. Crumm, and G. B. Simler, respectively. The 45th meeting of the Committee is scheduled for September 21-27.

120 active duty spaces open to ANG/AFRes officers

The Air Force has 120 volunteer recall spaces open to officers of the Air Reserve Forces desiring to go on active duty during Fiscal Year 1968. The primary need is for pilots and navigators. Others are aircraft control, avionics, civil or development engineering, logistics, and weapons director. Applicants should be major or below, hold a baccalaureate degree (may be waived for fliers), released from active duty after December 31, 1961, and have an adjusted age (actual age minus total active commissioned service) not to exceed 30. Submit applications through units or, if not with a unit, send AF Form 125 to the Air Reserve Personnel Center, 3800 York St., Denver, Colorado 80205.



Symbol of support *After each mission to Vietnam, Air Guardsmen of the 138th MAGp., Tulsa, Okla., decorate their C–97s with a yellow "crate" as a symbol of their support of the combat forces. Maj. Kenneth Bays, pilot, carries flight gear from "City of Pryor" which recently earned its fifth symbol. The unit averages 16 flights monthly to points throughout MAC's global routes.*

AIR RESERVE FORCES NEWS

Air terminal units become aerial port squadrons

The name's new . . . but the mission's the same.

Effective July 1, the Air Force Reserve's 12 Air Terminal Squadrons became *Aerial Port Squadrons* . . . a designation more representative of the work they perform.

The 1,050 members of the highly mobile units are trained to augment active duty units or set up and operate aerial ports anywhere in the world.

Units affected by the name change are: 81st, Charleston AFB, and 84th, Greenville, South Carolina; 82nd, Travis, and 87th, McClellan AFBs, California; 83rd, Portland IAP, Oregon; 85th, L. G. Hanscom Fld., Massachusetts; 86th, McChord AFB, Washington; 88th and 89th, McGuire AFB, New Jersey; 90th, Homestead AFB, Florida; 91st, Chicago, Illinois; and 92nd, Wyoming, Pennsylvania.

The 265th is AFCS's top Air Reserve Forces unit

Its *Outstanding Air Reserve Forces Unit* for 1966. That's what the Air Force Communications Service calls the Air National Guard's 265th Radio Relay Squadron, South Portland, Maine.

A trophy representing the honor was presented to the Air Guardsmen by Brigadier General Paul R. Stoney, vice commander of the Air Force Communications Service.

Of the 151 Air Force Reserve and Air Guard units competing for the award, the 265th was judged best for its operational capability, equipment posture, training and public relations programs, and community assistance projects.

Other finalists in the nationwide competition were the following communications flights: 140th, Buckley ANG Base, Colorado; 935th, AFRes, Richards-Gebaur AFB, Missouri; 121st, ANG, Lockbourne AFB, Ohio; and 166th, ANG, Gtr. Wilmington AP, Del.

'Get Smart!' Check with your USAF education officer

Trying to better yourself? The Air Force offers a variety of on and off-base educational programs which are available to members of the Air Reserve Forces.

For example, Air Guardsmen and Air Force Reservists are eligible to enroll in accredited on-base college courses at most USAF installations. In some localities, this affords the only opportunity for completion of undergraduate and graduate degrees. Air Reserve Forces members are not eligible for tuition assistance for on-base courses, however, many have educational eligibility under the *Cold War GI Bill* (Veterans Readjustment Benefits Act of 1966). Detailed information may be obtained from Veterans Administration regional offices.

the air reservist

Vol. XIX—No. 6 July 1967

Air Force Reserve | Air National Guard | Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

Maj. Gen. Richard S. Abbey
Ass't Chief of Staff Reserve Forces, USAF

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ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

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OUR COVER . . . spotlights the key missions of AFRes' newly designated Tactical Airlift units . . . providing assault airlift, aerial resupply, and paratrooper training. (See story, page 8)



a/

"NOW what could *they* be doing here?"

Air Force types at the Rhein-Main AB in Germany looked perplexed when the Lone Star flag of Texas appeared fluttering over the operations building.

"They" were the Air National Guard's 136th Air Refueling Group out of Hensley Field, Texas. "They" were participating in operation *Creek Party* from its inception on May 1 to June 3.

At the request of the U.S. Air Forces in Europe (USAFE), the KC-97Ls are being used to help train Air Force fighter pilots in refueling procedures.

This is the first time in history that a Reserve force has deployed aircraft and personnel to an overseas theatre on a year-round mission without having been mobilized.

The exercise will continue indefinitely and will involve four other Air Guard refueling groups. They are the 128th, Milwaukee, Wisconsin; 134th, Knoxville, Tennessee; 126th, Chicago, Illinois; and 160th, Clinton County AFB, Ohio.

a/ *An F-106 pilot holds his position as a KC-97L boom is maneuvered for a hookup in the 136th's first test flight over Germany.*

b/ *Texas Air Guard ground crews kept tankers mechanically perfect, enabling 136th aircrews to complete every mission on schedule.*

c/ *Col. Douglass N. Presley, comdr., 136th ARGp., checks flight chart with Capt. Edgar S. McNeely (r) before "Creek Party" mission.*

OPERATION CREEK PARTY

On April 28th, five KC-97Ls departed Texas for Goose AB in Labrador for an overnight stop and then on to Rhein-Main.

Right on schedule, the 136th crews were on the flight line ready for the first mission on the morning of May 1. They immediately began flying three sorties per day (Monday through Friday) and kept one crew and plane on duty until 11 p.m. each night to handle any unforeseen emergencies.

During 34 days at Rhein-Main, the Texas tankermen set what is believed to be an all-time Air Force and Air Guard record for the amount of fuel transferred and hookups made. They pumped 1,443,570 pounds into 509 receivers in 1,959 hookups.

The training flights were made along the *Baumholder Track*, a narrow air corridor stretching across central and southwest Germany. The Air Force pilots they worked with flew F-100 *Super Sabres* and the sleek, F-4C *Phantom* jets.

The "L" in KC-97L is what gives the *Stratotankers* speed to handle supersonic fighter planes. It means the tankers have been equipped with two jet engines which boost their speed to 400 miles per hour. Normally, they would cruise at about 300 miles per hour on their four propeller engines.

In addition to the aircrews at Rhein-Main during the operation, there were specialists to handle aircraft maintenance (jet and reciprocating engines); radio, navigation and instrument systems repairmen; administrative personnel, and other support crews to make sure the big planes were mechanically ready for each aerial refueling mission.

Besides setting records in the air, they kept a 100 per cent mission participation status . . . not a single flight was missed. This was accomplished by the professionalism of the support crews and a back-up system the 136th used. Two crews reported for the first sortie briefing and went through the takeoff procedures. If the first plane had to abort, the back-up crew took over. If there were no abort, the back-up crew became the primary crew for the second sortie.

When the Texas tankers headed for home, they were replaced by five other KC-97Ls flown by Air Guardsmen from Wisconsin's 128th Air Refueling Group, General Mitchell Field, Milwaukee.

Colonel Nowell O. Didear commander of the 136th Air Refueling Wing, stressed the significance of *Creek Party*: "The first month's operation has been an excellent test vehicle of the unit's ability to perform its mission on a sustained basis, taking into account the supply, personnel and support mobility factors."

Colonel Thomas F. Bailey, commander of the group now in Germany, adds that, ". . . the mission serves to prove that the Air National Guard is a ready, flexible, potent and economic instrument of national strategy because . . . Air National Guard units have the ability to conduct regular, continuing Air Force missions in a peacetime status, and at a minimum cost to the taxpayers." ■



b/



c/

AIR RESERVE FORCES NEWS



Senate confirms general officer promotions

Twenty-five Air Reserve Forces officers, including John A. Lang Jr. (above), were confirmed for general officer promotions by the Senate on May 19. Major General Lang's Reserve assignment is assistant to the Superintendent, U.S. Air Force Academy, Colorado. His civilian job is the administrative assistant to the Secretary of the Air Force. Others promoted and their mobilization assignments are:

To major general: J. S. Bagby, mob. asst. to comdr., 21st AF, MAC, McGuire AFB, N. J.; R. F. Goldsworthy, mob. asst. to comdr., ADC, Ent AFB, Colo.; E. G. Johnson, chief of staff, Oklahoma ANG; J. S. Patton, asst. to comdr., USAFSS, Kelly AFB, Tex.; and D. J. Strait, asst. chief of staff, New Jersey ANG.

To brigadier general: R. E. Buechler, dep. chief of staff, Missouri ANG; J. E. Fain Jr., mob. asst. to comdr., Aerospace Systems Div., AFSC, Wright-Patterson AFB, Ohio; D. W. Hastie, comdr., 137th MAWg., Oklahoma ANG; P. E. Hoover, comdr., 121st Tac. Ftr. Wg., Ohio ANG; V. F. Kilkowski, chief of staff, Maryland ANG; B. J. Mangina, comdr., 442nd MAWg., Richards-Gebaur AFB, Mo.; and R. B. Mautz, mob. asst. to comdr., AFMTC, Patrick AFB, Fla.

Also J. F. Meis, asst. AG for Air, Colorado ANG; J. R. Miller, dep. asst. for Logistics Planning to dep. chief of staff, Systems and Logistics, Hq. USAF; L. C. Packer, mob. asst. to comdr., Ogden AMA, Hill AFB, Utah; P. R. Phillipy, comdr., 171st MAWg., Pennsylvania ANG; O. S. Ryerson, comdr., 128th ADWg., Wisconsin ANG; A. C. Schwab Jr., chief of staff, Minnesota ANG; K. C. Spengler, asst. to comdr., AWS, Scott AFB, Ill.; F. H. Spink Jr., mob. asst. to comdr., 10th AF, ADC, Richards-Gebaur AFB, Mo.; M. M. Taylor Jr., comdr. 144th ADWg., California ANG; E. Warfield III, asst. AG for Air, Maryland ANG; R. D. Young, chief of staff, Montana ANG; and J. D. Zink, comdr., 108th Tac. Ftr. Wg., New Jersey ANG.

14 Air Guardsmen make NGB's 'All-American' team

That All American search has ended! The National Guard Bureau screened all fifty states, the District of Columbia and Puerto Rico and selected 25 of its highest caliber personnel to represent the Guard during *Operation Muster 1967.*

Muster '67 is a nationwide effort by the Guard to focus attention on



Zero Defects *Gen. John P. McConnell, c/s, USAF, presents first "Zero Defects Award" to be earned by an AFRes unit. Lt. Col. Alvin Moser, comdr., accepts for 302nd ARRSq., Luke AFB, Ariz. The unit has logged over 15,000 accident-free hours in HU-16s, flying rescue missions, supporting NASA space programs, assisting in the Berlin and Cuba crises, and global ferry flights for USAF.*

the vital role Guardsmen are playing in support of the war in Vietnam and in national defense.

Selections were made by a board appointed by Major General Winston P. Wilson, chief, National Guard Bureau, based on the individuals' outstanding accomplishments as Guardsmen and as members of their communities.

Among those selected are 14 Air National Guardsmen, including the feminine touch of First Lieutenant Margaret Holmes, a flight nurse with Wyoming's 187th Aeromedical Evacuation Flight. In addition to Lieutenant Holmes, the Air Guard *All Americans* are:

Maj. Frank Ross, 127th Tac. Ftr. Sq., Kans.; Capt. James Bath, 111th Ftr. Intcp. Sq., Tex.; Capt. Robert Gordon, 121st Tac. Ftr. Sq., D.C.; Capt. David Parker, 191st MASq., Utah; 1st Lt. James DeVries, 127th Tac. Recon. Sq., Mich.; 1st Lt. Ernest Meyer, 137th MASq., N.Y.; 1st Lt. Allan Ness, 188th Tac. Ftr. Sq., N. M.; 1st Lt. John Rooks, 124th Ftr. Intcp. Sq., Iowa; 1st Lt. William Shelton, 125th MASq., Okla.; CMSgt. Earl Eckerson, 150th CAMRON, N. M.; SMSgt. William Barden, 160th Cmbt. Spt. Sq., Ohio; SMSgt. Dural Howard, 151st Air Refueling Sq., Tenn.; and TSgt. Elbert Dean, 155th MASq., Tenn.

ECI computer yells "fowl" at Blunderbirds

What is a *Blunderbird?* He's the inattentive student . . . the dreamer who gives the Extension Course Institute's computer nightmares. In an effort to eliminate some of the problems, ECI says:

- If you lose your course material, don't reenroll! Write to ECI and ask for replacement material. If you have the inventory control number of the text, include it. If not, give the name of the course and they'll send you what you need.
- Read course instructions first, then begin studying.
- When writing to ECI, be sure to fully identify yourself. This includes name, grade, Social Security and service numbers. Effective July 1, ECI will return applications which do not contain the student's Social Security number.

The Institute is reducing the time limit for completion of career development courses (CDC) from 18 to 12 months. This action also went into effect July 1.

Experience has shown that less than one per cent of CDC students require more than 12 months to complete a course. Many complete them in about six months.



Voice in Policy *CAC's AFRes Policy Council met at Robins AFB, Ga., in May to consider suggestions from units and individuals. Discussing agenda prior to meeting are: (l-r) Lt. Gen. Henry Viccellio, comdr., CAC; Brig. Gen. Rollin B. Moore, council chairman; and Col. Harry C. Mailey, CAC reserve affairs officer. Council recommendations were submitted to USAF's Air Reserve Forces Policy Committee.*



The Beauty and the "Albatross" *Pretty Karen Margeson added charm to the Armed Forces Day ceremonies conducted by the AFRes 304th Aerospace Rescue and Recovery Sq. at Portland, Oregon. The "lady" behind her is the HU-16 used in rescue of Mrs. Karla Little. (See back cover.)*

AU seeks ideas on best use of Air Reserve Forces

The Air University wants increased participation by officers of the Air Reserve Forces in its research activities, especially those related to defining roles, missions, concepts, and doctrine for the immediate and future employment of the Air Force Reserve and Air National Guard.

One source of such ideas stems from the enrollment of Air Reserve Forces officers in Air War College and Air Command and Staff College resident courses. Officers interested in attending should contact their units.

Another source would be enrollment in the Air War College Correspondence Course. The research papers required for each of the four semi-annual phases are evaluated by personnel of AU's Air Reserve Forces research activity. Senior officers may obtain information from the Air War College (AWCAP), Maxwell AFB, Ala. 36112.



Reservists are doing the job
. . . and doing it well

TACTICAL A

A C-119 drones through the early morning sky. Inside a young soldier gazes nervously at the swirling ground 1,250 feet straight down. Behind him 30 other soldiers wait.

Up forward, the pilot flips a switch. A red light in the rear blinks off and on comes a green one. A jumpmaster barks the command "Go" and the soldier steps into space. The others follow and within seconds the sky is filled with olive drab parachutes.

The soldiers are fledgling paratroopers from Ft. Benning, Georgia. They are making their first *live* jump. During the next two days they repeat the operation four times. The final jump climaxes three weeks of arduous training earning them paratrooper *wings*.

Last year some 32,000 new paratroopers were graduated from Ft. Benning. The majority jumped

a. Air Force "Blue Beret" combat wind" held in Indiana b. Perso veloped by Reservists for TAC, has can haul a variety of cargo and equ sions. Last year, Reservists air dropp during Strike Command exercise sup



a/

from Air Force Reserve planes.

Dropping paratroopers and supplies over the right place and at the right time requires practice. Reservists get plenty during joint exercises and by helping the Army with its paratrooper training program.

When an army goes into action, it wants to get to the combat zone fast and it wants to be sure its troops are kept well supplied with ammunition, medical supplies, food and fighting equipment. These functions are among the primary missions of the Tactical Air Command. It also is the job of over 15,000 Air Force Reservists assigned to the seven *tactical airlift* wings.

Until this month these busy units carried the familiar troop carrier designation. They have been renamed *tactical airlift* wings, groups and squadrons. The designation is more representative of their basic mission which is furnishing assault airlift for the Army.

During calendar year 1966, C-119 crews flew 14,937 missions airdropping 147,000 paratroopers and about 401 tons of supplies and equipment. Among those airdropped were 132,000 trainees at Ft. Benning. The remainder were Army regulars and reservists and paratroopers of other branches of the armed services. The total figure includes Reservist participation in exercises such as *Clove Hitch I,* supported by eighty C-119s.

This year is no exception. During the first four months, C-119 crews dropped 31,754 paratroopers.

At Ft. Benning, Army Lieutenant Colonel James M. Townsend, deputy director of the airborne department, commented: "We have always been very pleased with the performance of the Reserve crews who support us. Many of these crews return frequently, thus are familiar with our operations, the flight patterns which are flown and the personnel of the airborne department. Because of this, the operations are performed smoothly and efficiently. Our people are always happy to see these fine Reserve aircrews. They have an important role . . ."

In a recent summary of Air Reserve Forces achievements, General John P. McConnell, Air Force chief of staff, stated: "This service by Reserve units meant that the elements of TAC's assault airlift force . . . normally responsible for such missions, were available for support of the war in Vietnam."

"Get there fustest with the mostest," was Confederate General Nathan B. Forrest's Civil War cry. Today, Air Force Reservists train with the Army to insure just that in emergency situations. C-119 units are doing the tactical airlift job . . . and doing it well! ■

prepare for drop mission during recent operation "Cold- cargo for air drop. "Slingshot" method of delivery, de- oubled C-119 capability c/ *Versatile "Flying Boxcar" ading vehicles, for assault airlift and humanitarian mis- 1 tons for the Army* d/ *Paratroopers float earthward eservists.*





b/



c/



d/

IRLIFT

PEOPLE



Arnold Palmer, one of golf's all-time greats and a veteran pilot, has joined the Civil Air Patrol's Greensburg, Pennsylvania, unit. Now CAP can offer *driving* lessons in addition to flying training. ◇ ◇ ◇ Brigadier General Peter C. Sandretto, AFRes, retired April 30 after 25 years of active and Reserve service. His last assignment was as mobilization assistant to the commander, Air Force Communications Service. ◇ ◇ ◇ Lieutenant Colonel Jack Tippit, an Air Force Reservist, has been named *Top Magazine Cartoonist of the Year* by the National Cartoonist Society. Colonel Tippit is an M-Day augmentee to the Secretary of the Air Force Information office and his cartoons appear regularly in *The Airman* magazine.

Colonel Samuel Lemkin, retired commander of the 108th Tactical Hospital, NJANG, McGuire AFB, has received the Air Force *Legion of Merit* award. His 31 years of military service covered World War II, Korea and the Berlin call-up. ◇ ◇ ◇ The current *Maid of Cotton* is Miss Georgia Kay Pearce, daughter of Lieutenant Colonel Charles Pearce, an Air Force Reservist with the 9301st Specialty Training Squadron, Charlotte, North Carolina.

Two television stars, Airmen Third Class Jerry Mathers (*Leave it to Beaver*) and Luke Halpin (*Flipper*) are now members of the Air National Guard. Mathers is with the 146th Military Airlift Wing, Van Nuys, California, and Halpin serves with the 125th Fighter Group, Jacksonville, Florida. ◇ ◇ ◇ Air Guardsman Colonel Harry B. Cochran, 121st Tactical Fighter Wing, Lockbourne AFB, Ohio, was flying an F-100 on a dart tow mission when it was hit by cannon fire from another aircraft. Despite a badly damaged aircraft and personal injuries he managed to land his crippled plane. The feat earned him the April 1967 Air Force *Well Done* award. ◇ ◇ ◇ Staff Sergeant Robert D. Payne of the 302nd Tactical Airlift Wing traveled 5,000 miles for a weekend training assembly. As a Sabena Airlines employee, he was in Brussels, Belgium, just 24 hours before his scheduled duty tour. With the aid of jet planes and his own determination, he reported to his unit at Clinton County AFB, Ohio, in time for his weekend training.

'Gold Rush IV' tests mobility

Air Guardsmen of the 177th Tactical Fighter Group ready an F-100 for a close air support mission during "Gold Rush IV" in Alaska, May 13-21. Twelve F-100s were flown nonstop from Atlantic City, N. J., to Elmendorf AFB. They were refueled three times along the route by KC-135s of the Strategic Air Command. About 60 support personnel and equipment were transported to the exercise area in two Military Airlift Command C-141s and a Tactical Air Command C-130. Pilots of the 177th flew 63 sorties in support of Army troops maneuvering near Forts Greely and Richardson. They also participated in "Operation Top Rung," a one-day test of Alaska's air defense system. Five KC-97 aircrews of the Guard's 134th Air Refueling Group, Knoxville, Tenn., also flew missions during the test.



Reservists Ask

OFFICIAL ANSWERS TO FREQUENT QUESTIONS!

I am in the Retired Reserve, eligible for retirement pay when I reach age 60. How do I obtain an identification card that would permit me to make purchases at the commissary and base exchange? ◇ ◇ ◇ You are authorized a red identification card, DD Form 2AF (Res). It entitles you to join an open mess (if authorized by the rules of the club); to ride in USAF aircraft within the continental U.S. on a space available basis; and, to wear your uniform on appropriate occasions. It does not entitle you to commissary or base exchange privileges. When you reach 60 and are authorized retirement pay, you will be issued a gray identification card, DD Form 2AF (Ret), which will permit you to shop at the commissary and base exchange.

Are members of the Air Reserve Forces eligible for the Vietnam Service Medal? ◇ ◇ ◇ Yes, if they met one of the following conditions while directly supporting military operations in Vietnam after July 4, 1965: Shore duty if attached to, or regularly serving for one or more days with, an organization supporting military operations. Air duty must participate as an aircrew member in one or more flights over Vietnam or contiguous water. Temporary duty must serve for 30 consecutive or 60 nonconsecutive days in Vietnam or adjacent waters. Time limits are waived for persons involved in actual combat.

Is there a mandatory retirement law? I'm an Air Force Reserve major, commissioned June 9, 1948, with continuous military status since March 19, 1943. How long can I remain in the active Reserve? ◇ ◇ ◇ Yes. Your current separation date is July 8, 1976. Male officers in an active Reserve status must be retired or discharged 30 days after completing 28 years as a commissioned officer of any armed force if in the grade of lieutenant colonel (not selected for promotion) or below. Brigadier generals (not selected for promotion), colonels or lieutenant colonels (selected for promotion) are removed from active status 30 days after completing 30 years or five years in grade, whichever is later. Female majors (not selected for promotion) and below are removed from active status 30 days after completing 25 years' commissioned service. Any officer reaching age 60 before completing the above maximum service must be retired or discharged on the last day of the month he reaches 60.

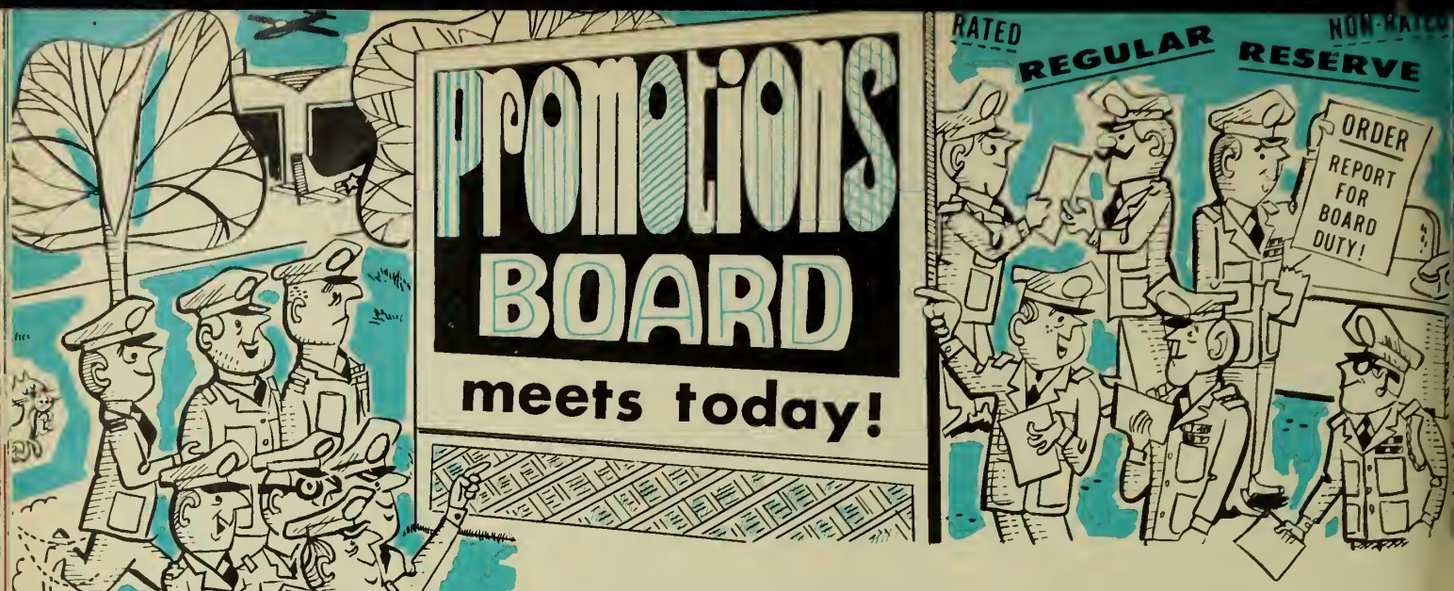
Can I get copies of my medical records from the Air Reserve Personnel Center for use in filing a claim with the Veterans Administration? ◇ ◇ ◇ Submit your claim to the nearest Veterans Administration office. Your records will be sent to the VA upon their request.

Would I be considered by the selection board if my mandatory discharge date is after the date the board meets but before the date of promotion? ◇ ◇ ◇ Yes, since you would be in an active status when the board convenes.

"Red Baron" is filling cockpits

Snoopy's a super ace. He's bagged 158 pilots . . . and the Air National Guard couldn't be happier. SMSgt. James M. Greytak, Montana ANG, displays a "Sopwith Camel" piloted by the comic strip hero, symbol of ANG's recruiting program to sign up pilots leaving active duty. It was built by 1st Lt. Kenneth Brumley, 120th USAF Disp. "Operation Red Baron" has exceeded all expectations. From mid-January through May 31, "Red Baron" recruiters were credited with raising the number of pilots from 3,770 to 3,928. A team contacts pilots about 30 days before their release from the Air Force and stresses the benefits of flying with the Air National Guard, including retirement and promotion opportunities. Subsequent interviews follow once the separatee has taken up a permanent residence.





JUST get promoted! Congratulations. You really earned it.

You can be sure of that because the competition is tough and the selection procedures are fair.

How do we know they're fair? Well, let's take a close look at those procedures and the men who employ them.

Promotions for the Air Reserve Forces are determined by a group of officers meeting as a selection board at the Air Reserve Personnel Center in Denver, Colorado. The Secretary of the Air Force has statutory authority (Title 10 of the U.S. Code) to convene selection boards when there are existing or anticipated vacancies.

Title 10 also sets the ground rules under which the boards function. For example:

Each board must be composed of at least five members who are senior to any officer being considered . . . so far as practicable, at least one-half of the board members must be Reserve officers (this includes Air National Guard and Air Force Reserve officers whether on extended active duty or not) . . . each member must swear to perform his duties without prejudice or partiality, and . . . each officer recommended must not only be among the best of the group being considered, but also must be judged capable of assuming the increased responsibilities of the higher grade.

Who are the board members? When the Personnel Center is instructed to convene a promotion board, the Selection Board Secretariat determines how many members are needed and what rank they must hold. The senior member (usually a general officer) serves as the president. The remainder of the board is divided into three-man panels with a senior officer at the head of each.

In choosing board members, special care is taken to be sure they represent a cross section of Air Force experience by: major command . . . Regular and Reserve . . . rated and nonrated.

Before starting the selection process, the Center spokesman establishes an atmosphere of impartiality by instructing the members to perform their duties without prejudice, keeping in mind the special fitness of the candidates and the efficiency of the Air Force.

Other briefings acquaint the board with pertinent Air Force policy, eligibility criteria, an analysis of the group under consideration, and scoring methods.

After the briefings, the Secretariat conducts a *trial run* during which the panels practice reviewing selection folders and become familiar with the scoring system. This is followed by an analysis of the results and an open discussion of any problems encountered. Now the board is ready to get to work.

What the board sees. The three-man panels work independently. Each is given an equal number of selection folders. A folder contains all Officer Effectiveness Reports awarded since 1951; his military service record; information on awards and decorations and record of participation.

After reviewing the folder, the member gives it a point value based on his evaluation using the *Whole Man* concept. Some of the factors he considers under this concept are the candidate's performance (OERs), education, breadth of experience, level of responsibility, professional competence, leadership ability, degree of participation in the Reserve program, civilian occupation, and potential.

Each panel member rates every selection folder assigned to his group; hence, each folder is rated three times. Point values range from five to ten, with half-point increments at 7.5, 8.5 and 9.5. When all panel members have rated a folder, the scores are added. Therefore, the minimum possible score is 15 and the maximum is 30.

The panel's ratings for each folder are expected to be close since the members judge the candidate on the same set of facts. If there is a difference of two points or more, the matter must be resolved before the folder is passed on. This is accomplished by an open discussion of the candidate's qualities. It is the only time members abandon their private review of folders.

Each day, as the results of the panels' work come in, the Secre-



tariat computes the promotion cutoff point for each panel. If there is an unjustifiable inconsistency among the panels, it is corrected. Similarly, if one panel shows an unusual increase or decrease in its cutoff point, it may indicate a change in the standards of the panel. This is what the Secretariat is trying to avoid. As a check, the day's folders are analyzed. The change may have been the result of the panel considering an unusual number of outstanding or substandard folders. This is an acceptable possibility. However, if it appears the panel has changed its standards—giving more or less weight to a factor than it did before—the Secretariat and board president take corrective action.

What is the selection procedure?

Promotion to the grade of colonel in the Reserve is accomplished by the *best qualified* method of selection. This means a specific quota has been allocated and no more than this number can be promoted. Promotions to the grade of captain, major and lieutenant colonel in the Reserve are accomplished using the *fully qualified* method of selection. This means the board has the latitude to select all of the eligibles if the quality of the records indicates they should be promoted. Let's assume, for example, the Reserve majors' board is considering 3,000 eligibles and the board members are divided into five 3-man panels. Each panel will review 600 records. After all records are scored the results are posted for review by the entire board. At this point, each panel in concert decides where the *quality* cut is going to be.

The promotion cutoff point is arrived at by taking the scores assigned (between 15 and 30) and establishing a quality cut point. If, for example, the cutoff point falls as a score of 24 (a score of 8 by three panel members), then all candidates with a score above that will be promoted. Although panel cutoff points may vary, the difference usually is slight. Experience has shown selection boards remain remarkably consistent. The fairness of this system is evident when you realize each panel gets the same workload and encounters about the same *quality spread* among the candidates.

The difference in selection or nonselection may be the candidate's unit training assembly attendance record . . . his recruiting efforts . . . Extension Course Institute records . . . or perhaps something as simple as the currency of his selection folder. Conversely, a candidate may be passed over for something he neglected to have entered in his folder.

Here again, the fairness of the Reserve promotion system is reflected in Title 10 of the Code: every officer is authorized to send a letter to his selection board—through channels—calling attention to any matter he considers important to his case. However, the letter may not criticize another officer or reflect on his character, conduct, or motives. It must arrive at the Center before the board convenes.

Keep these points in mind the next time you are up for promotion. Remember also that you are being considered under the fairest, most impartial system yet devised . . . a system which insures that your promotion is well earned.

Our Air Reserve Forces are effective and responsive to today's needs. But, what about tomorrow? . . .

YOU CAN CONTRIBUTE TO THE FUTURE



BY DR. THEODORE C. MARRS
Deputy for Reserve Forces

THE future of our Air Reserve Forces depends on today's planning. The purpose of this article is to acquaint each of you with the method used to determine how best to keep our Air National Guard and Air Force Reserve responsive to requirements.

I use *keep*, not *make*, because the responsiveness of the Reserve components to today's Air Force needs is truly remarkable. Our *Beef Broth* units have achieved a phenomenal state of high combat readiness . . . they are truly *Instant Airmen.*

But, what of tomorrow? . . . the next ten years?

There is a method—a technique—which helps predict answers with reasonable reliability. This technique is systems analysis.

Let's see what it is . . . how it works . . . and what impact it can have on the future of the Air Reserve Forces.

Systems analysis is a method of measurement—of portraying a total picture—which is inherent in the whole systems approach to management. It is one of the best things that can happen as far as the future of the military is concerned.

In the Air Force, we are concerned primarily with mission effectiveness and we have a broad range of missions. Our resources, on the other hand, are not all that broad. Therefore, we must use our available resources—men, materiel, and money—wisely and economically.

We must consider the cost aspects of each element of our resources, as sub-systems and as part of the overall system. This is the total force concept. . . . Regular, Guard and Reserve elements complementing each other to provide a total capability.

It is generally accepted that a given capability can be built and maintained in a Reserve status more economically than it can on active duty.

It is also accepted that forces on active duty are more readily available for application under all possible levels of commitment than are forces in Reserve status.

What is the optimum mix? What roles, missions and force structure within the Air Reserve Forces will assure greater mission capability in an economical manner?

Our Deputy Under Secretary for Manpower, Dr. Eugene T. Ferraro, has stated that a systems approach to planning will insure the future of the Air Reserve Forces. He has identified six projects to be given priority. One is *Reserve Forces Organization and Management.* The key question is, "How do we make certain that this Reserve, which has so much strategic value, continues to be responsive to changing needs?"

He also outlines two guidelines: Identify characteristics of the Reserve Forces which make them most useful, and valid military missions which make full use of these characteristics. Support adequate manning and equipping to carry out these missions, and program transitions to new missions which will assure maximum retention and utilization of trained manpower.

To abide by his guidelines, we are going to have to approach this matter systematically, talk the language systems analysts understand, and match them fact for fact, spread sheet for spread sheet.

Interest in the Air Reserve Forces is high in the Office of the Secretary of Defense. A task force under Dr. Alain Enthoven, the assistant Secretary of Defense for Systems Analysis, is working on an evaluation of the optimum mix of active and reserve forces in all mission areas in all services. Their task is to define and explore possible alternatives, determine the effectiveness and cost of various options, and develop new alternatives where those they define prove inadequate.

The systems analysts on whom our top decision makers depend for assistance are experts in their field; but, they cannot hope to duplicate the knowledge our Guard and Reserve leaders have of what the Air Reserve Forces are and what they actually can do.

Analysts gather and portray masses of information in an orderly manner, which enables the decision maker to view a system in the light of all its sub-systems and in conjunction with related systems. These same analysts will tell you that their product is not and cannot be a substitute for judgment.

Let's work *with* the analysts . . . use *their* techniques . . . *help* them find the most effective way to use the Reserve and Guard's most unique and useful characteristics.

It is not enough to *respond* to decisions on the future of the Air Reserve Forces. The leaders of the Air National Guard and Air Force Reserve must *contribute* to intelligent decisions in order that our Reserve Forces may respond to military needs.

HELP WANTED

KEY	UNIT
1.	527th Med. Service Flt., Elmendorf AFB, Alaska, APO Seattle 98742
2.	144th Air Transport Sq., Kulis ANG Base, Alaska 99502
3.	498th Medical Service Flt., Blytheville, Arkansas 72315
4.	2nd Air Postal Gp., 2155 Webster St., Alameda, California 94501
5.	514th Medical Service Flt., Beale AFB, California 95903
6.	415th Medical Service Flt., George AFB, California 92392
7.	32nd Maintenance Sq., McClellan AFB, California 95652
8.	32nd Supply Sq., McClellan AFB.
9.	81st Supply Sq., McClellan AFB.
10.	4th Military Airlift Support Sq., Travis AFB, California 94535
11.	44th Medical Service Sq., Travis AFB.
12.	82nd Air Terminal Sq., Travis AFB.
13.	31st Medical Service Sq., Lowry AFB, Colorado 80230
14.	411th Medical Service Flt., Lowry AFB.
15.	37th Medical Service Sq., MacDill AFB, Florida 33608
16.	432nd Medical Service Flt., Tyndall AFB, Florida 32403
17.	26th Medical Service Sq., Chanute AFB, Illinois 61866
18.	481st Medical Service Flt., Chanute AFB.
19.	520th Medical Service Flt., Bunker Hill AFB, Indiana 46970
20.	512th Medical Service Flt., Forbes AFB, Kansas 66620
21.	38th Medical Service Sq., Barksdale AFB, Louisiana 71110
22.	22nd Med. Service Sq., 2101 W. Rogers Ave., Baltimore, Md. 21209
23.	113th CAMRON, Andrews AFB, Maryland 20331
24.	19th Medical Service Sq., Otis AFB, Massachusetts 02542
25.	419th Medical Service Flt., Keesler AFB, Mississippi 39534
26.	438th Medical Service Flt., Richards-Gebaur AFB, Missouri 64030
27.	33rd Medical Service Sq., McGuire AFB, New Jersey 08641
28.	108th Tactical Fighter Gp., McGuire AFB.
29.	428th Medical Service Flt., Hancock Fld., Syracuse, New York 13225
30.	109th Military Airlift Gp., Schenectady AP, New York 12301
31.	429th Medical Service Flt., Stewart AFB, New York 12554
32.	464th Med. Service Flt., Seymour-Johnson AFB, N. Carolina 27530
33.	503rd Medical Service Flt., Lockbourne AFB, Ohio 43217
34.	522nd Medical Service Flt., Lockbourne AFB.
35.	4th Maintenance Sq., Wright-Patterson AFB, Ohio 45433
36.	4th Supply Sq., Wright-Patterson AFB.
37.	83rd Air Terminal Sq., Portland IAP, Oregon 97218
38.	244th Radio Relay Sq., Portland IAP.
39.	92nd Air Terminal Sq., 1160 Wyoming Ave., Wyoming, Pa. 18644
40.	505th Medical Service Flt., Ellsworth AFB, South Dakota 57706
41.	409th Medical Service Flt., Bergstrom AFB, Texas 78743
42.	496th Medical Service Flt., Bergstrom AFB.
43.	32nd Medical Service Sq., Ellington AFB, Texas 77030
44.	422nd Medical Service Flt., Ellington AFB.
45.	423rd Medical Service Flt., Ellington AFB.
46.	473rd Medical Service Flt., Goodfellow AFB, Texas 76901
47.	96th Maintenance Sq., Kelly AFB, Texas 78241
48.	408th Medical Service Flt., Lackland AFB, Texas 78236
49.	477th Medical Service Flt., Reese AFB, Texas 79401
50.	478th Medical Service Flt., Sheppard AFB, Texas 76311
51.	7th Supply Sq., Hill AFB, Utah 84401
52.	7th Maintenance Sq., Hill AFB.
53.	499th Medical Service Flt., Hill AFB.
54.	27th Medical Service Sq., Langley AFB, Virginia 23365
55.	130th Air Commando Gp., Charleston, West Virginia 25311

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade available. For information on listed positions, write directly to the unit using address given.

Officer

Administration: (Capt.) 4.
Dental: (Maj.) 17.
Engineer: (Capt.) 24.
Flight Nurse: (Maj.) 30.
Medical: (Capt.) 38.
Medical Administration: (Maj.) 5, 24, 29. (Capt.) 13, 15, 17, 25, 44, 45, 50.
Navigator: (Capt.) 2.
Nurse: (Lt. Col.) 17. (Maj.) 1, 13, 21, 30, 41, 45, 48, 54. (Capt.) 3, 6, 11, 14, 15, 18-20, 24-26, 29, 31, 40, 42-44, 46, 49, 53.
Operations: (Capt.) 10.
Physician: (Col.) 17, 24, 50. (Lt. Col.) 5, 16, 22, 32, 49. (Maj.) 1, 3, 18, 29, 33, 34, 40-42, 48, 49, 53, 54. (Capt.) 19, 20, 27.
Pilot: (Maj.) 30. (Capt.) 2.
Trans.: (Capt.) 10, 12, 39.
Vet.: (Lt. Col.) 22, 46, 50, 53. (Maj.) 6, 18, 24, 31, 32, 43, 45.

Airman

Administration: (TSgt.) 10. (S-Sgt.) 4.
A/C Electrical Repair: (MSgt.) 35. (TSgt.) 52. (SSgt.) 7.
A/C Maint.: (TSgt.) 7, 52. (S-Sgt.) 35, 47.
Armament Systems Maint.: (SSgt.) 47.
Comd. Post Tech.: (MSgt.) 10.
Comm. & Electronics Maint.: (S-Sgt.) 47.
Egress Repair: (SSgt.) 52.
Food Service: (SSgt.) 21, 24, 27.
Instrument Repair: (TSgt.) 35. (SSgt.) 7.
Materiel Facilities: (SSgt.) 8, 9, 36, 51.
Medical: (SMSgt.) 24, 43. (MSgt.) 6, 11, 15-17, 22, 25, 26, 31. (TSgt.) 5, 18-21, 27, 29, 34, 40, 46, 48, 50. (SSgt.) 1. (A1C) 45.
Metal Worker: (SSgt.) 7, 47.
Packaging & Crating: (TSgt.) 8, 36. (A1C) 51.
Personnel: (TSgt.) 4, 10.
Postal: (SSgt.) 4.
Supply: (SSgt.) 9, 51. (A1C) 10.
Trans.: (TSgt.) 9. (SSgt.) 12. (A1C) 37.
Utilities: (SSgt.) 24.
Weapons Mechanic: (TSgt.) 7, 52.

ANG Technician

(A/C Electrician, NGW-11) 23. AFSC 42350/43270.
(A/C Mech.-Jet Ftr., NGW-10) 23. 43151C/43171C.
(Fly. Trng. Instr., NGC-12) 28. Rated, qualified for ANG commission, and with not less than 1,000 hrs. flying time, half in jets.
(Fire Control Tech., F-100, NGW-11-NGW-13) 23. 32250B/32270B.
(Instrument Trainer Tech., 34-12, NGW-12) 55. 341X1.
(Safety Officer, NGC-12) 28. Rated, qualified for ANG commission, and with not less than 1,000 hrs. flying time, half in jets.
(Metal Working Tech., NGW-11) 23. 53450/53470.

Liaison Officers

Two *Air Force Academy Liaison Officers* are needed in Nebraska. One will cover the southeast part of the state, the other will serve in the south central area. Write: Colonel Doug Jorn, P. O. Box 7, Hastings, Nebraska, 68901.

AIR RESERVE FORCES / NEWS

Progress changes course for Reserve navigators

New navigational equipment . . . modern jet aircraft . . . and economy. These factors were instrumental in a revised navigator training program for Air Force Reservists, effective July 1.

The Military Airlift Command (MAC) has taken over responsibility for the training of Reserve navigators of the Civil Reserve Air Fleet. CRAF Reservists usually perform functions similar to their military specialties as civilian employees of commercial airlines. The Continental Air Command has monitored the program since 1955.

The change is based on reduced requirements for CRAF navigators because of new navigational equipment; the desire to train Reservists in the latest active duty aircraft such as MAC's C-141s and C-135s; and, the reduction in manpower costs that stem from training with active duty aircrews.

MAC will train 136 Reservists at three bases during Fiscal Year 1968: 22 at Dover AFB, Delaware; 37 at McGuire AFB, New Jersey; and, 77 at Travis AFB, California. This number will be reduced to 110 in FY '69 through attrition and transfers, and to the desired level of 100 in FY '70.

CAP moves national headquarters to Alabama

The transfer of Civil Air Patrol's national headquarters to Maxwell AFB, Alabama, was completed on June 15. By October of this year, about 128 Air Force officers, airmen and civilian employees will man the headquarters under their new national commander, Brigadier General William W. Wilcox, who was assigned on May 1.

What a difference a 'Globemaster' makes

Ninety-seven airlift missions across the Pacific during the first four months of 1967 . . . That's the record compiled by Air Force Reserve C-124 aircrews.

In a comparable 1966 period, 38 transpacific flights were recorded. Total flying hours were nearly tripled from 2,700 in 1966 to more than 7,800 in 1967, and the tonnage was increased from 1,016 to 2,312 during the same periods.

Conversions from smaller C-119s to C-124s helped make the record possible. Only nine units were flying C-124s in early 1966 as compared to the 16 units now available for support to Southeast Asia.

Prime destinations for the Reserve C-124 *Globemasters* are Tan Son Nhut and Da Nang in Vietnam; Clark AB, Philippines; Bangkok, Thailand; and Kimpo AB, Korea.

reserve camera



a/

a/ F–102 tranquilizer: *ANG's 124th Ftr. Gp., Boise, Idaho, is testing a noise suppressor to benefit line crews and residents near base. "Hearing" what it will suppress are: (l-r) Capt. Peterson; Lt. Col. Cochrane; Brig. Gen. Trail; RAF Sq. Ldr. Hoile and Mr. Grimmons (technicians); and MSgts. Burgess and Bennett.*

b/ ANG tiger hunt: *Each 146th MAWg. squadron at Van Nuys, Calif., has earned velvet "Tiger" painting by cutting turnaround time in Vietnam five times. Awards are presented by USAF's 617th MASSq., Da Nang. (l-r) Maj. Gen. C.A. Shoop, comdr., Calif. ANG; Maj. G. Weatherby, comdr., 195th; Col. R. Cox, comdr., 115th; Brig. Gen. R.J. Kopecky, wing comdr.*



b/

c/ Family affair: *Lt. Col. B. Williamson, 945th MAGp., Hill AFB, Utah, administers oath to son Bruce Jr., who earned appointment as 2nd Lt. through AFRes "Outstanding Airman Commissioning Program."*

d/ Victim and Rescuers: *Mrs. Karla Little admires "Airman's Medal" earned by MSgt. E. Ingram and TSgt. E. Hale for saving her and baby after plane crash on Mt. St. Helens, Wash. Paramedics are Reservists with the 304th ARRSq., Portland IAP, Oregon.*



d/



c/

THE AIR RESERVIST
AIR RESERVE PERSONNEL CENTER
3800 YORK STREET
DENVER, COLORADO 80205

Postmaster: Destroy if undeliverable.

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AUG.-SEPT. 1967



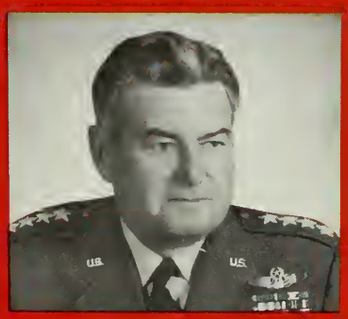
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CHIEFS OF STAFF
USAF 1947-1967



GEN. JOHN P. McCONNELL
1965-present

". . . as long as communist leaders insist on the forceful overthrow of free and peaceful governments, U.S. military power will have to remain strong to protect and defend our national interests and to share in the defense of the Free World."



GEN. CURTIS E. LeMAY
1961-1965

"Our mission is to deter war by providing our nation with the primary forces to gain and maintain general aerospace supremacy—and if deterrence fails, to repel and defeat the aggressor's forces."



GEN. THOMAS D. WHITE
1957 1961

"The Air Force is the primary means of striking swiftly at the heart of the enemy in retaliation to attack"



The U.S

Time: December 17, 1903.

Place: Kitty Hawk, North Carolina.

Scene: The Wright Brothers' flying machine conquers the force of gravity.

This historic event set the stage for military airpower. Following the events at Kitty Hawk, farsighted men realized the military possibilities of powered flight. An Aeronautical Division was established August 1, 1907, as part of



Air Force is "20"

SEPTEMBER 18, 1947 - 1967

the Army Signal Corps.

About six months later, Wilbur and Orville Wright were awarded a contract to construct the first American military *aeroplane*.

They did, and on the final acceptance flight, July 30, 1909, a young Army lieutenant named Benjamin D. Foulois rode with Orville as a passenger.

Earlier, Lieutenant Thomas E. Selfridge, an aviation enthusiast, had been associated with Alexander Graham Bell in aeronautical experiments. In May 1908, he became the first U.S. Army officer to make a solo flight in a powered flying machine—the *White Wing*—developed by Bell.

On October 26, 1909, Lieutenant Frederic E. Humphreys became the first Army officer to solo in the Army's first airplane, at College Park, Maryland. A few minutes later Lieutenant Frank P. Lahm became the second.

The first officers to receive the *Military Aviator* insignia were Capt. Charles DeF. Chandler and Second Lieutenant Thomas D. Milling. More than a year earlier (July 5, 1912) they and a young infantry officer, First Lieutenant Henry H. Arnold, became the first fliers to qualify as military pilots.

In 1914, Congress authorized the establishment of an Aviation Section with 60 officers and 260 enlisted men assigned.

Until this time, aeronautical progress had been slow. Aviation industry was little more than a name. Then came World War I.

American airpower rose to the occasion. U.S. aviators made headlines with their appearance over such battlefields as Toul, Marne-Champagne, Chateau-Thierry and St. Mihiel. Airpower's honor roll includes names like Rickenbacker, Luke, Lufbery, and Springs.

This *Golden Age* of individual aerial combat saw the glorification of the fighter ace. Captain Eddie Rickenbacker was America's top ace during the war. He went to

see NEXT page







France as General Pershing's driver and switched to aviation. He ended up commanding the 94th *Hat in the Ring* Pursuit Squadron and scored 26 air victories, destroying 22 aircraft and 4 balloons.

General Billy Mitchell developed many of the airpower concepts and became the outstanding American air leader during the war.

World War I American air experience was brief. But it was sufficient for the early air leaders to recognize the potential of airpower. Men like Mitchell had the ideas, but not the weapons to prove their theories.

Mitchell fought for his ideas and his ideals. In the early twenties, he proved his point about aircraft supremacy over battleships, but the test did little to help boost our airpower. One of his pilots during the test bombing of several obsolete naval ships was *Jimmy* Doolittle. He led a DH-4 observation squadron during the attack which made aviation history.

The Doolittles and the Mitchells were not alone. Some suffered, some sacrificed, and some staged the events that made airpower what it is today. On September 28, 1921, Lieutenant John A. Macready braved temperatures of below zero when he flew an open-cockpit plane to an altitude of 34,508 feet.

Lieutenants Lowell H. Smith and J. R. Richter completed the first mid-air pipeline refueling flight between two airplanes in 1923. The same year, Lieutenants Macready and Oakly G. Kelly completed the first nonstop transcontinental flight from New York to California.

Major Carl Spaatz commanded the aircraft crew of *Question Mark,* which included Captain Ira C. Eaker and Lieutenant Elwood R. Quesada. They established a new world's record by remaining airborne for almost 151 hours. Spaatz became the U.S. Air Force's first Chief of Staff in 1947.

In 1927, Charles A. Lindbergh, now a brigadier general in the Air Force Reserve, made the first solo nonstop flight, New York to Paris, in the *Spirit of St. Louis.*

In 1934, *Hap* Arnold, then a lieutenant colonel, led a flight of B-10 *Martin* bombers from Washington to Alaska and back, paving the way for strategic bombing concepts.

The Air Corps added to its laurels in 1938 when three early model B-17 *Flying Fortresses* intercepted an ocean liner 725 miles from New York—and the implication became obvious. When reporters asked where and when the bombers would intercept the ship, a young pilot named Curtis E. LeMay predicted the time almost to the minute. He later helped forge the air route to Cairo that became the *road* map for thousands of pilots during World War II. He led the B-29 *Superfortresses* of the Twentieth Air Force, using unorthodox low-level tactics against the Japanese homeland.

The effect of Pearl Harbor

During World War II, German *Stuka* dive bombers created havoc across Europe's lowlands and France. Airpower was no longer a question mark in military planning. If there were any doubts, the Japanese erased them with their infamous attack on Pearl Harbor.

In April 1942, Doolittle carried the war to the Japanese homeland. He led sixteen B-25 *Mitchell* bombers off the deck of the aircraft carrier, *Hornet,* in a spectacular low-level attack against Tokyo and several other cities. He came back to the States a general, received the *Medal of Honor,* and then went to the European theater where he headed several commands.

Allied bombers, fighters and transports stormed and pounded their way across Europe until the once formidable German Luftwaffe was grounded.

Airpower then concentrated its strength in the Pacific. China and Burma were starting to benefit from the airlift that extended over the hazardous Himalayas (the "Hump" route). From the early days in the China-Burma-India theater, airpower was gaining the experience that future military airlift planning was to be based on.

Claire Chennault, who as a captain in the early thirties predicted that fighter planes would serve many roles, was the commanding general of the famous Fourteenth Air Force in China. His *Flying Tigers* proved this point time and again against the Japanese air force .despite overwhelming odds.

American airpower smashed industrial and military targets throughout Japan. LeMay's *Twentieth* hammered aircraft production and oil supply centers. With Japan reeling from these attacks, American airpower delivered the knockout blow, the atomic bomb, and the war ended.

While most leaders advocated a rapid demilitarization, farsighted air experts fought to develop the giant B-36 *Peacemaker.* This 10,000-mile range bomber became the mainstay of our policy of strategic deterrence.

The dream of a separate Air Force became reality on September 18, 1947. America's airpower started to operate as a separate military service with General Spaatz as Chief of Staff.

A year later, this new Air Force team saw its first action.

Berlin was cut off from the outside world. The Soviets stopped all





ground traffic in and out of the city. LeMay, now commander of U. S. Air Forces in Europe, and General William Tunner, started an airlift to supply Berlin's daily needs. During the 13-month blockade and for the four months that followed, more than two million tons were airlifted into the city.

USAF enters jet age

Throughout the Korean conflict (1950 to 1953), the Air Force again proved the value of hitting the enemy behind the lines and furnishing tactical support for ground forces and air supply for isolated land operations.

Jets edged their way into the skies and propeller-driven fighters slipped into the past. North Korea sent Soviet-built MIG-15s into the action—only to have them knocked down by U.S. F-86 *Sabrejets*. During this conflict, our forces maintained a 10-to-1 record over their *MIG Alley* opponents.

General George Stratemeyer, who commanded the air action in the China-Burma-India theater during World War II, summarized the value of airpower: "Nothing in the Korean War changes the basic fact that air superiority must be won before ground and sea forces can move freely in modern war."

The Air Force could not forget the devastating destruction delivered by the German V-1 robot bombs and V-2 rockets during WW II. These weapons left an indelible impression on a former test pilot, Colonel Bernard A. Schriever.

Considered an Air Force three-letter man—pilot, scientist, engineer—Schriever guided the Air Force ballistic missile program with ideas, systems, techniques and management principles that changed most of the regulations.

His work with missile development led the way for the Air Force's *mixed force* concept—a balance of strategic bombers and missiles to deter another Pearl Harbor. His leadership in the Air Force missile program also established the background for our modern space program.

His team managed the development of the *Atlas, Titan,* and *Minuteman* ICBM's. General Schriever later became commander of the Air Force Systems Command.

During this period, military pilots were selected for various National space programs. Names such as Cooper, Grissom, McDivitt and White became known throughout the world.

The list of space pioneers is long and their contributions invaluable to the Air Force effort in this new environment. But not all the challenges were in space.

Today, the Air Force has fighters that fly faster than the speed of sound, missiles that can destroy a target unseen by the pilot, and radar that can detect a missile traveling at 15,000 miles per hour.

Airlift forces have been modernized with larger jet aircraft for added load capacity and faster speeds, and strategic reconnaissance aircraft like the SR-71, with an advanced photo and observation capability. Soon the Air Force will receive the F-111 variable sweep wing, multi-purpose tactical fighter-bomber.

In today's aerospace age, military strength depends largely on research and development efforts. Scientific and technological advances will play an important part in the future and trained and educated men will be the bridge that will carry the ideas and perpetuate the advancement of tomorrow's U.S. Air Force. ■

CHIEFS OF STAFF
USAF 1947-1967



GEN. NATHAN F. TWINING
1953-1957

". . . the cost of an adequate military posture comes high. But there is no cost too high to pay in order to maintain our heritage of freedom."



GEN. HOYT S. VANDENBERG
1948-1953

". . . the entire manpower of the nation must be prepared to participate in the great effort, combat or production, that is fundamental to victory in modern war."



GEN. CARL SPAATZ
1947-1948

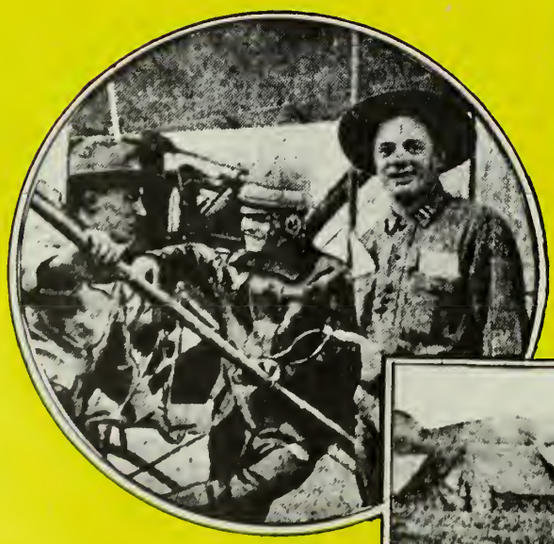
". . . the National Security Act of 1947 is very probably the greatest step forward in our defense system. . . . Given time and support, it will . . . produce a higher degree of security with economy than we have ever known."



Officers of 1st Aero Sq. included Lt. H. M. Gallup (4th from r), one of the first pilots to receive a Reserve commission (1917).

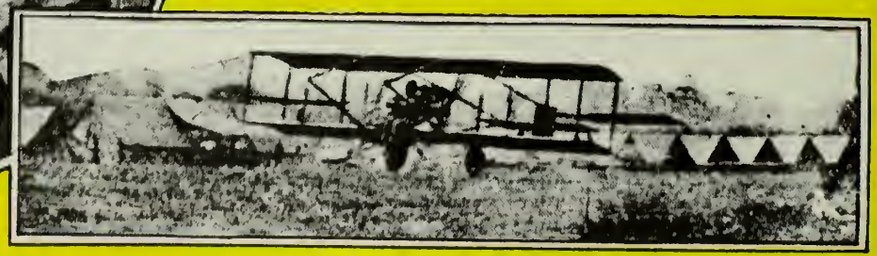
AIR RESERVE FORCES

1908 - 1967



Private Beckwith Havens (l), first pilot of the National Guard, with officers Milling (c), and Hennesy (ca. 1911)

Havens lands his Curtiss "pusher."



"The Air Force consists of the Regular Air Force, the Air National Guard . . . and the Air Force Reserve."

Title 10, U.S. Code



M/G RICHARD S. ABBEY
ASSISTANT CHIEF OF STAFF
RESERVE FORCES
1966–present

"While not everyone is á member of an aircrew flying to far off places, it is the sum total of us all who make up the Air Force. Our combined efforts produce the single effect—Air Power."

THE history of the Air Reserve Forces follows closely on the heels of the Wright Brothers' first flight at Kitty Hawk. In April 1908, about 25 members of the New York National Guard's 1st Company, Signal Corps, *took to the air*. Because they had no *flying machine*, their efforts consisted mostly of training in balloon handling.

In 1910, this group arrived for maneuvers at Camp Drum, New York, with a homemade plane. It never got off the ground; but, a year later the Curtiss Airplane Company provided the unit a machine and a man to fly it, Beckwith Havens. He later joined the company as a private and is recognized as the National Guard's first military aviator.

The Aviation Detachment, 1st Battalion of the New York National Guard was organized in November 1915. Later, it was redesignated the 1st Aero Company and Captain Raynal C. Bolling installed as its commander. The Company was mobilized for the Mexican Border dispute in July 1916 and served at Mineola, New York, until November of that year.

The Air Force Reserve came into being with the National Defense Act of 1916 which authorized 296 officers and 2,000 enlisted men in the Aviation Section, Signal Reserve Corps. It also provided for preliminary pilot training at civilian schools and advanced training at Army flying schools.

On November 14, 1916, the first civilian pilot students of the Signal Enlisted Reserve Corps were sent to the Curtiss school at Newport News, Virginia. By March 1917, the first graduate, H. M. Gallup, was commissioned as a first lieutenant, Reserve Military Aviator. However, the earliest reserve aviator the USAF Historical Division can locate is William C. Ocker who was commissioned Captain, Signal Corps Officers Reserve Corps, on January 4, 1917.

The 1st Aero Reserve Squadron was formed in 1917 from the Governors Island Training Corps, a civilian pilot school in New York. The squadron was activated during World War I and sailed for France on August 23, 1917. About 6,000 Air Guardsmen and Reservists were called to active duty to serve with the U.S. Army.

Shortly before World War II, the Army Air Corps consisted of only 19,600 officers and airmen. The personnel assigned to the Guard's 29 observation squadrons and the approximately 1,500 Air Force Reserve pilots represented a significant force of trained fliers during those critical days following the attack of Pearl Harbor.

In the massive demobilization that followed the war, some veterans of the Army Air Force became members of the Air National Guard and Air Force Reserve components.

When the U.S. Air Force became a separate service on September 18, 1947, these officers and airmen became the *charter* members of the Air Reserve Forces.

During the Korean conflict, approximately 187,000 members of the Air Reserve Forces were ac-

see NEXT page



M/G JOHN H. BELL
1966-1966

"Today's reservists are tomorrow's regulars and when called to active duty they serve as ably and well."

tivated: all 29 Air Force Reserve flying wings . . . 118,000 individual Reservists . . . and 24 of the Air National Guard's flying wings. Eight of the 28 jet aces to come out of the Korean action were Air Guard or Reserve pilots.

In 1961, when the Berlin Crisis erupted, more than 27,000 men (22,000 Air Guardsmen) responded. Less than a month after being activated on October 1, eight Air Guard squadrons (216 aircraft) deployed to Europe. It was the largest overseas flight of jet fighters in history. A month later, three more Air Guard squadrons joined the forces in Europe. Also activated were two Air Force Reserve troop carrier wings and five squadrons and aircrews of the Reserve's air rescue squadrons. The units remained on active duty for about one year.

Within a month after their release from active duty, another crisis erupted . . . in Cuba. With the threat of Russian missile bases being built only 90 miles off the coast of Florida, the U.S. began a massive buildup of men and supplies in southeastern states. More than 14,000 Air Force Reserve officers and airmen from eight troop carrier wings and 24 squadrons, and six aerial port squadrons were notified of the recall on the evening of October 27, 1962. By 9 o'clock the next morning (Sunday), better than 90 per cent were on duty. It was a display of Reserve readiness that Secretary of Defense Robert S. McNamara termed, "fantastic."

In addition to the units which were activated, other Air Guard and Reserve units made a significant contribution throughout the buildup on a voluntary basis.

In 1965, another crisis developed in the Dominican Republic. Although no Reserve units were mobilized, members of the Air Reserve Forces played a significant role assisting with the evacuation of American citizens from the strife-torn island.

Today, the Air Reserve Forces have more than 2,000 aircraft and nearly 300,000 *Ready* Reservists. The Air Guard has about 1,500 aircraft and 83,000 members. The remainder are members of the Air Force Reserve.

Throughout the buildup of mili-

M/G RICHARD A. GRUSSENDORF
1957-1959

"The active Air Force and the Reserve components will continue to feel the impact of new experience and new-found knowledge as each is modified to complement the other in maintaining the balance of perfect partnership."



M/G WILLIAM E. HALL
1953-1957

"Reserve components are more than backup forces . . . they represent an important augmentation of the active Air Force strength—first string players on the Air Force team."



M/G ROBERT L. COPSEY
1951-1953

"The present international situation presents a challenge and will test the strength and capabilities of this Regular-and-Reserve team of ours. I have every confidence in the reservists."





M/G CURTIS R. LOW
963-1966

Dedication and loyalty to the Air Force, and recognition of he Air Force mission, have arned for our Reserve Forces he proud right to be known s Strategic Reserves."

y forces in Southeast Asia, the cept of Reserve support without bilization has continued. While a training status, they are filling gap left by Regulars assigned combat.

General John P. McConnell re-tly commented on why the Air serve Forces have not been led to active duty to support the r in Southeast Asia: "Our ex-rience in Vietnam so far has own that our Air Reserve Forces best serve the nation in a con-t of this type by remaining in inactive status but performing nuine *active duty* functions as rt of their training programs." Members of the Air Reserve rces fly cargo to all points along Military Airlift Command's bal routes; carry aeromedical acuation patients on a regularly eduled basis; help train Army

M/G EARL S. HOAG
1949-1951

"Our job today is to build up a first-class, first-line fighting team, and condition ourselves so that 'if the bell rings' trained and ready reservists and guardsmen will be able to come into the fray and give a good account of themselves."





M/G CHESTER E. McCARTY
1962-1963

"The work that is done in excess of [minimum scheduled training periods] makes the Air Reserve Forces truly responsive to the needs of the Air Force."

paratroopers; maintain air defense and radar alert; provide assault airlift and tactical air support during joint military exercises; repair and install communications and electronics gear; and, work alongside their active duty counterparts to help move priority supplies and equipment in and out of busy air terminals.

In addition, Guardsmen and Reservists are instantly available to participate in humanitarian missions. They fly search and rescue sorties; carry food, medicine and emergency supplies into areas devastated by floods, hurricanes, tornadoes or earthquakes; and, play an active role in the Air Force's *Civic Action* program . . . improving the health and living standards of residents of remote jungle communities in Latin America.

The Air Force Reserve also has 130 Medical Service units scat-

L/G ELWOOD R. QUESADA
1948-1949

"The training of Reserves is one of the most important tasks confronting the Regular Air Force . . . let us work together to ready Reserve Forces second to none."





M/G ROBERT E. L. EATON
1959-1961

"We have been able to assign our Reserve forces certain roles formerly performed by the active Air Force. This is a positive gain and a real savings in money, without sacrificing our defense posture."

tered across the country. They are manned by skilled professionals who augment the staffs at USAF hospitals. In addition, there are Reserve lawyers and chaplains who furnish legal and spiritual aid to units, eligible servicemen and the dependents of personnel serving in the Vietnam war.

Deputy Secretary of Defense Cyrus Vance recently paid tribute to this support saying, "Despite the fact that we have deployed nearly a half million men of our active forces to Southeast Asia, our capability for meeting treaty commitments and reacting to other contingencies elsewhere in the world has not diminished. This is primarily because we have retained our reserve forces as a ready force in being and have increased their strength and readiness to respond promptly when and where needed." ■

B/G JOHN P. McCONNELL
1947-1948

"...We must have Reserve forces manned, trained, equipped and ready, when necessary, to augment the regular force with a minimum of delay."



NEWS BRIEFS



Law guarantees retirement pay *Col. David J. Musman became first member of Air Reserve Forces to be notified of eligibility for retired pay as Col. T. Abbott (r), vice cmdr., ARPC, presented letter. New law prohibits denial of pay once notified. Some 37,000 members will get similar letters by July '68.*

Headquarters USAF seeks Reserve Affairs advisors

Interested in a four-year active duty tour? Headquarters USAF in Washington, D.C. has three Reserve Affairs Advisor (8033/265) openings. They are:

Colonel, AFSC 7016/1416, with assistant chief of staff for Reserve Forces. Must be rated and have detailed knowledge of Air Force Reserve flying activities. Extensive Air Reserve Technician experience as commander or operations staff officer is desired.

Colonel, AFSC 7916, directorate of Information, office of the Secretary of the Air Force. Working knowledge of Air Reserve Forces and Air Force organization, missions, programs and operations required. Degree in journalism, plus newspaper or magazine writing experience desired.

Lieutenant colonel, AFSC 6716, (data systems experience), directorate of Accounting and Finance. Order of priority for qualifying: (6716) accounting and finance staff officer, EDP experience preferred; (0056) comptroller; or (6724) finance officer with some experience in PCAM or EDP. Majors and officers with Reserve personnel data system experience, who are qualified in the personnel and administrative fields also may apply.

Applicants must have less than 16 years of active duty and meet criteria in AFR 45-22. Applications should be submitted through Reserve assignment channels to: Non-EAD Reserve Resources Br., (AFPMRDR), Directorate, Personnel Resources and Distribution, USAF Military Personnel Center, Randolph AFB, Texas 78148.

Deactivation to affect 27 Reserve specialty flights

Deactivation of eight Air Force Reserve Specialty squadrons, involving 661 Reservists in 27 flights, will be effected on September 29, 1967.

Established on a test basis in January 1966, the units were organized along specialty lines such as aircraft maintenance, civil engineering, communications and transportation. Reservists participating did not receive drill pay, but served two-week active duty tours for which they were paid. They will be permitted to continue in mobilization augmentee positions.

The squadrons are at Los Angeles and Ft. Miley, California; Dobbins AFB, Georgia; Chicago, Illinois; Selfridge AFB, Michigan; New York City; Ft. Worth, Texas; and Bolling AFB, D.C.



USAF award to California firm *Mr. E. Hornsby Wasson, pres., Pacific Telephone Co., accepts USAF citation from Brig. Gen. Marvel M. Taylor, comdr., ANG's 144th Air Defense Wg., in recognition of outstanding personnel policies for employee members of Air Reserve Forces.*

Seven cities to host National Security Seminars

The Industrial College of the Armed Forces will conduct seven National Security Seminars during the 1967-68 academic year. Each is a two-week symposium based on the college's 10-month resident course. The program consists of 32 one-hour presentations and two forums covering topics and problems related to national security.

Conferees include selected reserve officers of the armed forces; persons in uniform from the Army and Air National Guard, Coast Guard, regular forces and Public Health Service; and interested representatives of industry, labor, business, the professions, government and community.

Cities and dates of seminars

are: (1967) Casper, Wyoming, October 16-27; and Wilmington, North Carolina, November 6-17. (1968) San Antonio, Texas, January 8-19; Lake Charles, Louisiana, February 5-16; Merced, California, March 4-15; Minneapolis, Minnesota, April 1-12; and Gary, Indiana, May 13-24.

Reserve C-124 crews set new airlift record

A new high in productive airlift was established by aircrews of Air Force Reserve C-124 units during fiscal year 1967.

The 19 Military Airlift groups airlifted more than 22,000 tons during the 12-month period, as opposed to 8,600 tons transported during the previous year. In addition, they carried more than 42,500 passengers, an increase of 400 per cent over the previous period.

The record airlift included 264 trips to the western Pacific in direct support of the Southeast Asia military operations.

Productive airlift is defined as cargo and passenger carried while aircrews are undergoing training.



No 'Camel' . . . it's an SE-5 *Know the difference between a WWI Sopwith Camel and an SE-5? Many of our readers do. We identified the model plane (above) in our July issue as a "Camel" piloted by Snoopy, symbol of Air National Guard's "Red Baron" pilot recruiting program. Snoopy it was . . . a Sopwith Camel it wasn't! Readers promptly informed us it was an SE-5. "C'est la guerre." Despite this, "Red Baron" is a success and is being continued. It brought ANG's pilot manning to programmed goal of 3,950 by June 30.*



New engine boosts ANG jet performance *Successful evaluation tests of F-84 fighter and reconnaissance jets powered by an uprated J-65 engine were recently completed by Air National Guard's 122nd Tactical Fighter Wg., Fort Wayne, Ind. and 117th Tac. Reconnaissance Wg., Birmingham, Ala. Engine improved performance by 30 per cent, paralleling that of the F-100. Discussing tests with his deputy comdr., operations, Maj. R. D. Hidy, and other officials is Brig. Gen. William R. Sefton (2nd from l), commander of the 122nd.*



Swiss cadets visit Civil Air Patrol hqs. *Brig. Gen. William W. Wilcox, comdr. CAP, accepts souvenir of Switzerland from cadets visiting America under the International Air Cadet Exchange program in which 18 nations participated. As guests of the Montgomery Composite Sq., Gunter AFB, Alabama, their itinerary included a tour of the recently relocated national headquarters at Maxwell AFB, also Alabama.*

—IT'S JUNE IN JANUARY FOR MANY—

SUMMER


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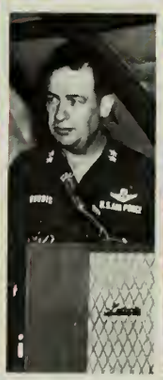

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ENCAMPMENTS!

WHAT did some of us do on New Year's eve?

We kicked-off the annual *summer* encampment program that's what we did.

Proof: At the stroke of midnight, members of the Air Guard's aircraft control and warning squadrons could be found peering intently at a radar scope and perhaps celebrating the incoming New Year with nothing stronger than coffee.

Air Guard jet pilots were close by in the event an unidentified blip showed up on the screen . . . ready to take off within minutes to blast invaders out of the sky.

Air Force Reservists of the 304th Aerospace Rescue and Recovery Squadron got their *summer* encampment program off to an early start when they departed Portland, Oregon, on January 7 for two-weeks of training under the mid-winter rigors of Elmendorf AFB, Alaska.

Some members of the Air Reserve Forces, such as the 304th, come on active duty for 15 consecutive days. Others—primarily Reservists and Guardsmen augmenting the Air Defense and Military Airlift Commands—split their periods of active duty in order to be available when they are needed. This is called the *Texas Tour* plan.

During Fiscal Year 1967, Air Force Reservists flying C-124s carried more than 42,500 passengers and transported over 22,000 tons of cargo. The record includes 264 trips into the western Pacific in direct support of U. S. forces in Vietnam.

From December 1965 through June 1967, the Air Guard's C-124, C-97 and C-121 crews have flown a total of 101,514 hours while transporting 24,375 tons of cargo and 24,061 passengers to Southeast Asia.

The Air Guard completed its 1,000th mission into Vietnam when a C-124 of the 172nd Military Airlift Group, Jackson, Mississippi, landed at the Da Nang AB on June 29. The aircrew included Major Harold W. Nelson; Captain Normer L. Gill Jr.; First Lieutenant David E. Crocker; Second Lieutenant Donald W. Phillips; Master Sergeants Charles H. Freeburgh and Charles F. Watson; Technical Sergeant Douglas L. Pyron; and Staff Sergeants Rock P. Wood and James G. Dixon.

A valuable byproduct of the summer encampment program is the significant number of active duty missions performed by Air Reservists and Guardsmen while in a training status. The job potential of the Air Reserve Forces is tremendous. When more than 100,000 members devote two weeks each to the Air Force, it is equal to over 4,000 years of full-time service.

What happens during encampments? The answers vary according to the missions and the commands to which they are assigned.

Joint exercises usually provide the most realistic training. For some units, summer began early as maneuvers got underway from Alaska to Puerto Rico.

In February, Air Force Reservists of the 434th Tactical Airlift Wing, Bakalar AFB, Indiana, participated in operation *Coldwind*. They flew day and night missions for Air Force *Blue Berets* . . . combat control teams of guerrilla fighters. The Reserve C–119s airlifted the paratroopers to the jump zones during the 10-day exercise.

Other aircrews of the 434th devoted their summer training period to perfecting their modifications of the *Slingshot* system of cargo ejection. With this system, up to 52 cargo containers can be ejected simultaneously to land with pinpoint accuracy.

In *Clove Hitch III*, Air Guard tactical fighters provided the major portion of the air strike force as 21,000 Air Force, Army, Navy and Marine Corps personnel *invaded* the eastern coast of Puerto Rico and the neighboring islands of Vieques and Culebra. In the same general area, other Air Guardsmen participated in *Cashew Tee III*, a five-day test of the Panama Canal Zone's air defense system.

C–124 crewmen of 172nd Military Airlift Wg., Jackson, Miss., flew 1,000th cargo mission into Vietnam.

Fire fighters of 134th Air Refueling Gp., trained in crash-rescue work at McGhee Tyson AP, Tenn.

Maj. P. E. Lewellen, 928th Tactical Airlift Gp., Chicago, flew mission to film "offset entrail" formations used by C–119 pilots.

During nationwide tour of training sites, Maj. Gen. R. S. Abbey, asst. c/s, Reserve Forces, USAF, inspects 94th Military Airlift Wg., Hanscom Fld., Mass., with Cols. D. Lacouture (l) and C. Collins.

Col. A. Moser, 302nd ARRSq., Luke AFB, Ariz., gets "red carpet" treatment on arrival at Portland, Ore., for summer encampment.

USAFE F–4C is refueled by KC–97 of 136th Air Refueling Gp., Dallas, Tex., during "Creek Party" mission over Germany.

Medical technicians like A3C Wayne T. Marshall of the 27th Medical Service Sq., Langley AFB, Va., train at USAF hospitals under the supervision of specialists.

Ground crew of 174th Tactical Fighter Gp., Syracuse, N.Y., welcomes Maj. J. McLennan to Puerto Rico during "Clove Hitch III."

Maj. Gen. C. H. DuBois, c/s, Mo. ANG, commanded "Guard Strike I," largest exercise in Guard history.

Reservists of 903rd Tactical Airlift Gp., staged five-hour aeromedical evacuation of "wounded" casualties at Myrtle Beach AFB, S. C.



a/ *MSgt. Larry Lownds of Air Force Reserve's 88th Aerial Port Sq., McGuire AFB, N.J., takes request for flight lunches from active duty aircrew member while on summer encampment at Hickam AFB, Hawaii . . .* b/ *Air Guardsmen of 118th Aeromedical Evacuation Sq., Nashville, Tenn., comfort a patient during in-flight training.*

Teamwork within the Air Reserve Forces is an essential part of the summer encampment program. When the jet fighters of the Air Guard's tactical fighter units deployed to Hawaii to participate in exercise *Tropic Lightning*, the support crews were airlifted to Hickam AFB by Air Force Reserve C–124s of the 442nd Military Airlift Wing, Richards-Gebaur AFB, Missouri.

At the other end of the thermometer, a cold-weather, fire-bomb test, *Coronet Fire*, was staged at Eielson AFB, Alaska. Air Guard F-100 pilots dropped a variety of armament over the frigid terrain.

Also in Alaska, exercise *Gold Rush IV* found Air Guard tactical fighter and air refueling units *teamed-up* to help the Alaskan Air Command test tactical concepts and deployment procedures. Proving their mobility and instant readiness, the F-100 pilots flew nonstop from Atlantic City, New Jersey, to Elmendorf AFB.

Back in the continental United States, Air Force Reservists were busy in operation *Normandy*, flying tactical airlift and resupply missions during the day and night for the Army's 82nd Airborne Division in North Carolina. Flying C–119s, the Reservists joined Tactical Air Command C–130 crews to help drop 12,000 paratroopers and heavy equipment, and to keep the ground forces resupplied. They completed 118 missions and dropped more than 21 tons of supplies.

Arizona's desert lands took a beating as F-84 pilots and support crews from the Indiana Air Guard took part in a gunnery exercise labeled *Sand Blast III*. They flew 265 gunnery sorties.

At about the same time, New Jersey Air Guardsmen flying F-100s and the sleek F-105s, flew direct air support missions during *Game Cock III*. The exercise coincided with an 82nd Airborne Division field training maneuver.

From June 17 to July 15, the National Guard Bureau conducted its own training exercise called *Guard Strike I*. The purpose of the massive war game was to refine teamwork between air defense, tactical air, and ground forces using sophisticated communications networks linking four states in the exercise area and units in 23 other states and Wash., D. C.

Some 16,000 Army and Air Guardsmen were directly involved in *Guard Strike*, but as many as 30,000 others made an indirect contribution. Forty-three Air National Guard groups, flying F-84, F-100 and F-105 tactical fighters; RF-84, RF-101 and RB-57 reconnaissance aircraft; KC-97 tankers; and C-124, C-97 and C-121 cargo transports, completed about 2,500 sorties.

While all this joint exercise training was going on, other members of the Air Reserve Forces were delivering vital military supplies to the fighting forces in Vietnam and to other overseas destinations flying air defense and aeromedical evacuation missions relieving the Tactical Air Command of a major portion of its year-round commitment to the Army by furnishing aircrews and C-119s to airlift fledgling paratroopers to jump school drop zones augmenting the active duty staffs at Air Force hospitals across the country installing communications systems and moving mountains of cargo in and out of busy air terminals.

An outstanding example of the Air Force utilizing the combat capability of the Air Reserve Forces is being demonstrated in an operation called *Creek Party*. On a rotational basis, the Air Guard's five air refueling groups are providing aircrews, ground crews, and KC-97L tankers to help train active duty fighter pilots in Europe in aerial refueling procedures.

In another display of utility, about 200 members of the Air Force Reserve's Air Postal units performed their annual tours of active duty at the Tachikawa AB in Japan and at Hickam AFB, Hawaii. At these bases they worked side-by-side with their active duty counterparts handling parcel post, registry, claims, and as postal clerks to help move the average 6,400,000 pounds of mail that is processed each month for bases throughout Japan and other western Pacific installations. In Japan, the Reservists also trained at the Fuchu AS post office and at the Tokyo International Airport. This is the first time members of these units conducted their summer tours at an overseas location.

Performing missions for the Air Force and other military services is not the only way the Air Reserve Forces make use of their summer encampments. When 14,000 Boy Scouts from 100 nations converged on Farragut State Park, Idaho, from August 1-9, they were supported by ANG's 242nd Mobile Communications Squadron.

Members of the 242nd moved into a barren area of the park two weeks before the Jamboree started. They set up complete mobile facilities for air traffic control and air navigational aids for a temporary airfield as well as equipment to link the area with world communications facilities.

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade available. For information an listed positians, write directly to the unit using address given.

KEY — **UNIT**

1. 302nd Aero. Rescue & Recovery Sq., Luke AFB, Ariz. 85301
2. 486th Medical Service Flt., Williams AFB, Arizona 85225
3. 144th AD Wg., 5425 E. McKinley Ave., Fresno, California 93727
4. 65th Aeromed. Evac. Flt., Hamilton AFB, California 94934
5. 24th Medical Service Sq., March AFB, California 92508
6. 303rd Aerospace Rescue & Recovery Sq., March AFB.
7. 450th Medical Service Flt., McClellan AFB, California 95652
8. 25th Medical Service Sq., Travis AFB, California 94535
9. 518th Medical Service Flt., Vandenberg AFB, California 93437
10. 146th Military Airlift Wg., Van Nuys ANG Base, California 91409
11. 436th Air Base Wg., Dover AFB, Delaware 19901
12. 420th Medical Service Flt., Orlando AFB, Florida 32813
13. 453rd Medical Service Flt., Patrick AFB, Florida 32925
14. 928th Tactical Airlift Gp., Chicago-O'Hare IAP, Illinois 60666
15. 182nd Tactical Fighter Gp., Gtr. Peoria AP, Illinois 61607
16. 52nd Medical Service Sq., Scott AFB, Illinois 62226
17. 426th Medical Service Flt., Scott AFB.
18. 932nd Military Airlift Gp., Scott AFB.
19. 434th Tactical Airlift Wg., Bakalar AFB, Indiana 47201
20. 425th Medical Service Flt., Barksdale AFB, Louisiana 71110
21. 917th Military Airlift Gp., Barksdale AFB.
22. 466th Medical Service Flt., England AFB, Louisiana 71301
23. 926th Tactical Airlift Gp., Alvin Callender Fld., Louisiana 70140
24. 159th Fighter Gp., USNAS, New Orleans, Louisiana 70140
25. 113th CAMRON, Andrews AFB, Maryland 20331
26. 905th Military Airlift Gp., Westover AFB, Massachusetts 01022
27. 934th Tactical Airlift Gp., Mpls.-St. Paul IAP, Minn. 55417
28. 541st Medical Service Flt., Keesler AFB, Mississippi 39534
29. 438th Medical Service Flt., Richards-Gebaur AFB, Missouri 64030
30. 468th Medical Service Flt., Nellis AFB, Nevada 89110

Officer

A/C Maint.: (Capt.) 14, 19, 27.
Administration: (Capt.) 11.
Avionics: (Capt.) 27.
Civil Engineer: (Capt.) 14.
Communications: (Capt.) 14.
Flight Surgeon: (Maj.) 3.
Food Service: (Capt.) 11.
Hosp. Maint. Engr.: (Capt.) 5.
Information: (Capt.) 11.
Intelligence: (Capt.) 11.
Medical: (Col.) 8, 16, 17. (Lt. Col.) 2, 21. (Maj.) 3, 5, 7, 9, 12, 13, 30. (Capt.) 2, 5, 11, 18, 22.
Med. Admin.: (Capt.) 3. (Lt.) 11.
Navigator: (Lt. Col.) 18, 23. (Maj.) 19. (Capt.) 26.
Nurse: (Col.) 16. (Maj.) 9, 23. (Capt.) 2, 4, 5, 7, 8, 11, 12, 17-22, 30.
Operations: (Lt. Col.) 19. (Capt.) 26, 27.
Pilot: (Lt. Col.) 18, 19. (Maj.) 23, 27. (Capt.) 1, 6, 21, 26.
Safety: (Capt.) 14.
Security Police: (Capt.) 14.
Supply: (Capt.) 11.
Veterinary: (Maj.) 2, 7, 9, 13, 17, 20. (Capt.) 18.

Airman

Acct., Finance & Audit.: (TSgt.) 26. (SSgt.) 11.
Admin.: (MSgt.) 19. (TSgt.) 11.
Control Sys. Opns.: (TSgt.) 18.
A/C Access. Maint.: (MSgt.) 23. (TSgt.) 14, 27.
A/C Maint.: (MSgt.) 6, 18, 21. (TSgt.) 19, 27. (A1C) 27.
Air Trans.: (SMSgt.) 11.
Armament Sys. Maint. Opns.: (TSgt.) 23.
Civil Engineer Mech./Elect.: (MSgt.) 11.
Civ. Engr. Sanitation: (MSgt.) 11. (TSgt.) 18.
Comm. Opns.: (A1C) 6.
Comm. Elect. Sys.: (A1C 27.
Data Sys.: (TSgt.) 18. (A1C) 11.
Disaster Control: (TSgt.) 11.
Education & Trng.: (TSgt.) 14. (SSgt.) 11.
Food Service: (TSgt.) 11, 19. (SSgt.) 8.
Information: (TSgt.) 11.
Intelligence: (TSgt.) 11.
Intricate Equipment Maint.: (SSgt.) 5.
Legal: (SSgt.) 11.
Medical: (SMSgt.) 16. (MSgt.) 5, 7, 8, 11, 13, 17, 20, 29. (TSgt.) 18, 28, 30. (SSgt.) 4, 12, 21.
Munitions & Wpns. Maint.: (SSgt.) 11.
Personnel: (TSgt.) 11, 14. (SSgt.) 4, 6.
Photography: (TSgt.) 11.
Procurement: (MSgt.) 14.
Safety: (TSgt.) 14.
Security Police: (TSgt.) 11, 19.
Sheet Metal: (SSgt.) 11.
Supply: (SMSgt.) 11. (MSgt.) 26. (TSgt.) 19.

ANG Technician

(A/C Elect., NGW-11) 24. 422XO.
(A/C Mech., Jet-Ftr., NGW-10) 25. 43151C/71C.
(A/C Radio Maint. Spec., NGW-11) 15.
(AFCS Tech., NGW-11) 24. 325XOA.
(Flight Simulator Tech., NGW-11) 10, 24. 34250/70.
(Metal Work Tech., NGW-11) 25. 53450/70.
(Weapons Control Sys. Tech., MG-10 NGW-11/12) 24, 322X1F.
(Welder, NGW-11) 15, 25. 53250/70.

Intelligence Specialists

Officers and airmen: If you have had experience in one of the career fields listed below, there are many interesting positions open in these general locations: California; the Denver area; the Seattle-Tacoma section of Washington; the Chicago-Detroit-Indianapolis region; and the New York - Philadelphia - Washington, D.C. area. The specialitics and highest grades available are: 8054, *Intelligence* (foreign language capability desirable)-Capt.; 2895-H, *Technical Intelligence*-Capt.; 9326, *Medical* (general)-Lt. Col.; 20370, *Foreign Language*-SMSgt.; 3016, *Comm. - Electronics - Maj.*; 70270, *Admin. Supvr.*-TSgt.; 64550, *Inventory Mgmt.*-SSgt.; and 20490, *Intelligence*-SMSgt. Interested personnel not living in areas listed may receive a mobilization assignment with an active duty unit.

For details write to: Reserve Affairs, 1127th USAF Field Activities Gp., Ft. Belvoir, Va. 22060.

Liaison Officer

Air Force Academy Liaison Officer, nonpay assignment, point credit, Eastern Kentucky area; Athens-Lewisburg-Princeton, West Virginia. Write: Liaison Officer Coordinator, P.O. Box 2097, Pikeville, Ky., 41501.

the air reservist

Vol. XIX—No. 7 Aug./Sept. 1967

Air National Guard
Air Force Reserve **Civil Air Patrol**

General John P. McConnell
Chief of Staff, United States Air Force

Maj. Gen. Richard S. Abbey
Ass't Chief of Staff Reserve Forces, USAF

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Address all magazine correspondence, including material for publication, to: **Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, D.C. 20332**

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver, Colorado, 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER . . . Pays tribute to USAF's 20th Anniversary as a separate service . . . and to those farsighted airmen who helped make it possible. (Story, page 2)

reserve camera

RESERVE OFFICERS ASSOCIATION
1967 NATIONAL CONVENTION
SAN FRANCISCO, CALIFORNIA

a/ Lt. Gen. Henry Viccellio, (l) comdr., CAC, accepted certificates for 14 airlift wings for "outstanding service to the nation" in 1966, from Maj. Gen. H. B. Hanson Jr., outgoing pres. . . . b/ New vice pres. (Air), Col. H. J. Huff II (l), comdr., 937th MAGp., Tinker AFB, Okla., speaks following election. Seated (l-r) are Col. H. I. Lewis, former vice pres., and Col. A. A. Brackett, ROA dir. of AF Affairs. . . . c/ Col. Lewis presents "Award of Merit" to Maj. B. M. Knowles, 71st Tac. Airlift Sq., Bakalar AFB, Ind., for his role in "Slingshot" tests. . . . d/ Commanders, Maj. J. L. Tucker Jr. (l), 410th Med. Svcs. Flt., Carswell AFB, Tex., and Lt. Col. A. L. Moser, 302nd ARRSq., Luke AFB, Ariz., display "Outstanding Unit" plaques. The 410th contributed to the base's USAF Hospital; the 302nd was cited for its humanitarian and operational accomplishments.


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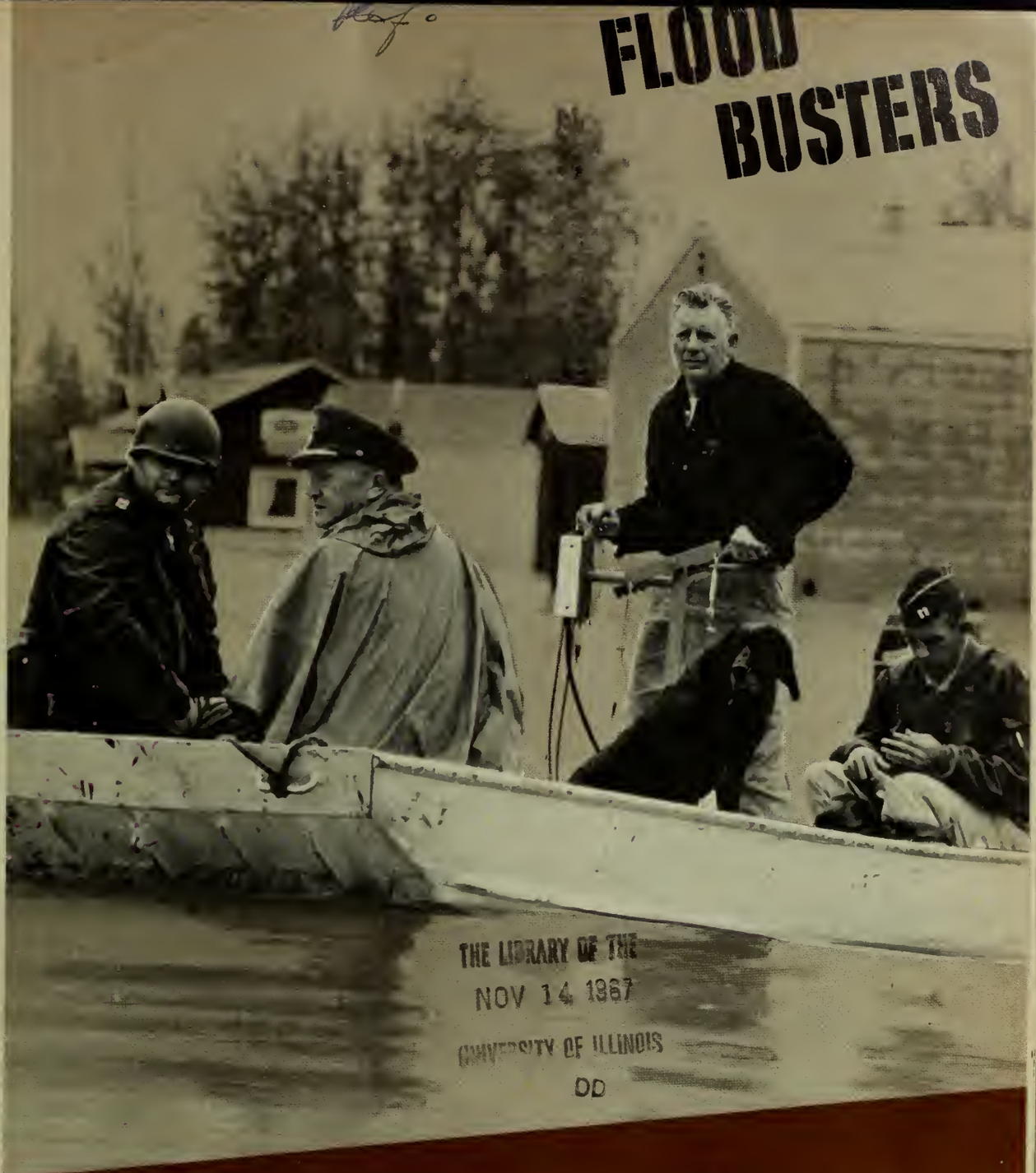
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the air reservist

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OCTOBER 1967

SECRETARIES OF THE AIR FORCE 1947-1967

Continuing our salute to Air Force 20: During the past two decades the U.S. Air Force has profited from the guidance and intelligence of eight distinguished Secretaries including the incumbent, the Hon. Harold Brown.

The Department of the Air Force came into being with the passage of the National Security Act of 1947 which also established the U. S. Air Force as a separate service and the operational arm of the Department. (See *The Air Reservist*, Aug/Sept 1967.)

The Secretary of the Department of the Air Force is a civilian appointed by the President with the approval of the Senate. His primary responsibilities are to serve as the principal adviser to the Secretary of Defense on all Air Force affairs and to establish policies that provide for the effective utilization of all personnel, resources and assets within the Air Force.

The mission of the Department is to develop and employ aerospace power to help preserve the peace and security of the United States, provide for its defense, support national policies, implement national objectives, and overcome any nation responsible for aggressive acts that imperil the nation.

Assisting the Secretary in providing civilian leadership for the Department is the office of the Under Secretary of the Air Force, now headed by the Hon. Townsend W. Hoopes. In addition, he supervises the activities of USAF's Reserve components, is a member of the Reserve Forces Policy Board, and handles the international activities of the Department.

Direct responsibility for the Air Reserve Forces in the Secretariat exists in the office of the Deputy Under Secretary of the Air Force (Manpower), Dr. Eugene T. Ferraro, who is assisted by a Deputy for Reserve Forces, Dr. Theodore C. Marrs.



HAROLD BROWN
(1965-Present)



EUGENE M. ZUCKERT
(1961-1965)



DUDLEY C. SHARP
(1959-1961)



JAMES H. DOUGLAS JR.
(1957-1959)



DONALD A. QUARLES
(1955-1957)



HAROLD E. TALBOTT
(1953-1955)

STUART SYMINGTON
(1947-1950)





THOMAS K. FINLETTER
(1950-1953)

NEWS BRIEFS

NEW JERSEY SEEKS NEGRO GUARDSMEN

A temporary test program, which started in mid-August, is being conducted by the New Jersey National Guard to interest Negroes in joining in that state's Army and Air National Guard units.

The test will continue for about four months or until meaningful results can be obtained. These will be evaluated and a determination made concerning the procedures to be followed throughout the National Guard to increase its level of Negro membership.

A publicity campaign to encourage New Jersey Negro servicemen being separated from active duty to enlist in the Guard is being conducted. Openings presently exist in the majority of military specialties; however, there is limited or no requirement for some specialties including parachute rigger, textile repair, general vehicle repairman, single and multi-engine airplane repairman, single-engine and single-rotor helicopter maintenance chief, aircraft hydraulic repair and the general intelligence field.



Hoopes new under secretary

Mr. Townsend W. Hoopes became under secretary of the Air Force on September 30. He replaced Mr. Norman S. Paul who held the post since October 1965.

In his previous assignment, Mr. Hoopes was principal deputy to the Assistant Secretary of Defense (International Security Affairs).

A Marine Corps officer during World War II, Mr. Hoopes participated in the capture of Iwo Jima and the occupation of Japan. He is a graduate of Yale University and the National War College.

AFA SPOTLIGHTS AEROSPACE PROGRAMS

A salute to the Air Force on its 20th anniversary. That was the theme for the Fall Meeting of the Air Force Association in Washington, D.C., September 11-13.

The aerospace displays included the latest developments in industry hardware and techniques applicable to the nation's aerospace programs. The meeting brought together hundreds of government and civilian representatives for the Aerospace Development Briefings. An AFA affiliate, the Aerospace Education Foundation, held a series of concurrent seminars on factors shaping today's education.

Among the distinguished guests were Vice President Hubert H. Humphrey, Secretary of the Air Force Harold Brown, Dr. Eugene T. Ferraro, deputy Under Secretary (Manpower), USAF, and Air Force Chief of Staff General John P. McConnell. General James Ferguson, commander, Air Force Systems Command, headed a panel discussion on research and development coordination with industry.

See NEWS Next Page

the air reservist

Vol. XIX—No. 8 October 1967

Air National Guard
Air Force Reserve Civil Air Patrol

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Chief of Staff, United States Air Force

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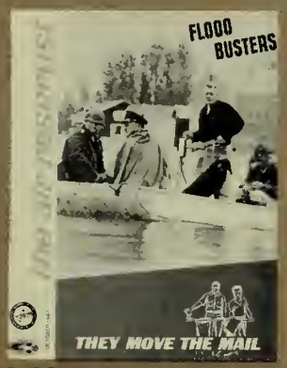
Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver, Colorado, 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER . . . Dramatic photo shows Maj. Gen. C.F. Necrason, Alaska Adjutant General and National Guard officials surveying recent flood disaster. Also featured is a salute to overseas training of Air Postal Reservists.

NGAUS HONORS AIR GUARD UNITS

The National Guard Association of the United States held its 89th General Conference, September 18-21, in Washington, D. C. Congressman L. Mendel Rivers, chairman of the House Armed Services Committee, addressed the opening session.

During the conference, the Army and Air delegates met in separate sessions to discuss their operations with the military and civilian leaders of their respective services.

Among the speakers were: Secretary of the Air Force Norman S. Paul (who has since stepped down from that position); Lieutenant General Joseph H. Moore, Inspector General, USAF; Major General Richard S. Abbey, assistant chief of staff for Reserve Forces, USAF; and Dr. Theodore C. Marrs, deputy for Reserve Forces, USAF.

Five Air National Guard units were honored by the NGAUS during the conference. The awards and their recipients were: the *Spaatz Trophy* and the *Most Outstanding Air Defense Command Unit* plaque —141st Fighter Group (Washington); *Most Outstanding Military Airlift Command Unit* plaque—166th Military Airlift Group, (Delaware); *Most Outstanding Tactical Air Command Unit* plaque —140th Tactical Fighter Group, (Colorado); and the *Most Outstanding Communications-Electronics and Weather Unit* plaque—157th Comm. Flight, N. H.

TAC praises Reserve airlift

"This support has greatly enhanced accomplishment of the TAC mission and . . . combat posture."

These words of praise for airlift support by Air Force Reserve C-119 and C-124 crews were expressed in a letter from General Gabriel P. Disosway, commander of the Tactical Air Command to Lieutenant General Henry Viccellio, commander, Continental Air Command.

From December 1, 1966, through June 30, 1967, Reserve aircrews airlifted more than 1,250 tons of cargo for Tactical Air Command bases at an estimated savings of $125,000 to the command.

Commenting on the letter, General Viccellio pointed out that during the same seven month period Air Force Reserve planes and crews had carried 19,993 tons of cargo and 37,884 passengers for all commands. "This accomplishment becomes especially significant," the CAC commander stated, "when it is realized that such airlift is a by-product of our training missions."



NGA conference: *Maj. Gen. Winston P. Wilson (c), recently reappointed as chief of the National Guard Bureau, discusses plans before greeting Air Guard delegates from across the country. Flanking him are Maj. Gen. Lewis Curtis, comdr., New York ANG, and Brig. Gen. Raymond Kopecky, comdr. of ANG's 146th Military Airlift Wg., Calif. In his speech, General Wilson stressed the urgent need for public awareness of the Guard's vital contributions to local and national defense.*

FLIGHT SAFETY BEGINS ON GROUND

Take a *Last Look!* Members of the 108th Tactical Fighter Group do and it saves lives and planes.

Last Look is a safety procedure used by the Air Guardsmen at McGuire AFB, New Jersey. Under the plan, a maintenance specialist is stationed at the takeoff end of the runway. As the unit's F-105s taxi into position, the specialist makes a visual check—*Last Look*—for danger signs such as leaks, tire damage or loose doors.

During the past two years, 73 potentially dangerous situations were avoided as a result of the system. The National Guard Bureau is impressed and has urged all flying units to adopt the idea.

Rescue crews teaching survival

How are ocean rescues made? The Air Force wants its aircrews to know and Air Force Reservists are helping to train them.

Each week, HU-16 crews of the 301st Aerospace Rescue and Recovery Squadron, Homestead AFB, Florida, demonstrate a typical ocean rescue for students at the Tactical Air Command's Sea Survival School, also at Homestead.

The students watch from a boat as Reservists airdrop a five-bundle MA-1 kit containing sufficient equipment for extended land or sea survival by downed airmen.

AIR UNIVERSITY SEEKS MANUSCRIPTS

Do you want to be an author? If so, here's your opportunity.

The *Air University Review*, published six times a year by the Air University at Maxwell AFB, Alabama, is seeking stimulating articles dealing with subjects of broad interest to Air Reserve Forces officers. You also may gain retirement point credit by following paragraphs 6b and 8g of AFR 45-15, and 4m of AFR 45-37.

Even though your article is not accepted, it may be welcomed by the University's Air Reserve Forces research activity.

Address manuscripts to: Editor, Air University Review, Aerospace Studies Institute, Maxwell AFB, Ala. 36112.



Boarded up in the San Benito, Tex., National Guard Armory, an ANG communications team of 221st Radio Relay Sq., Garland, continues to send information as "Hurricane Beulah" roars outside in full fury. (l-r) MSgt. Boney, A1C Gorman, A2C Spence. (See story page 7)



Col. John T. McCoy Jr., (r) artist and airpower historian recaptured this scene of WWII action over Germany. Mr. Robert Powell (l) piloted one of the B-24 "Liberators" depicted. Col. McCoy, a Reservist, is having his collection exhibited at the Smithsonian Institute in Washington, D.C., throughout the month of October.

Simulator 'flys' to the moon

To the moon in a C-124? Not hardly . . . but two *"lunar surface vehicles"* airlifted in an Air Force Reserve C-124 of the 916th Military Airlift Group, Carswell AFB, Texas, soon will be taking scientists on *"moon trips."*

The C-124 aircrew, commanded by Lieutenant Colonel Jack E. McKinster, flew the experimental simulators—an Explorer module and a Mobile Geological Laboratory (Molab) — from Fairchild AFB, Washington, to Luke AFB, Arizona. They will be used by the U.S. Geological Survey Center of Astrogeology at Flagstaff in the development of vehicles for extended moon expeditions.

The Texas Reservists were returning home after delivering 15,000 pounds of emergency supplies to flood-ravaged Fairbanks, Alaska, when they were diverted to Fairchild to pick up the cargo.

GUARDSMEN EARN COVETED TITLE

Master of Air Defense. It's a tough title to earn—only 12 people hold it. The most recent to be awarded the distinction were four Air National Guard Intercept Weapons Controllers of the 138th Aircraft Control and Warning Squadron, Greeley, Colorado. The other eight are Air Force officers on active duty.

The Air Defense Command awards the title only to *expert* controllers who achieve the highest proficiency skill rating. This is the first time any Guardsmen have earned the title. They are Captains Wendell E. Westfall, George A. Fisher, Jr., and John T. McGraw, and First Lieutenant Lewis P. Campbell II.

CAP programs achieve goals

"An unqualified success," declared Brigadier General William W. Wilcox, USAF, CAP National Commander, as he reported a 98 per cent passing rate from among 184 cadets who participated in this year's flying training program.

Powered flight and glider training was offered at six sites. Cadets completing the courses were awarded pilot certification by the Federal Aviation Administration (FAA).

The program was conducted July 16 through August 13 at Reno, Nevada (power & glider); Lawton, Oklahoma, Kutztown, Pennsylvania, and Rock Hill, South Carolina (power); Elmira, New York and Chester, South Carolina (glider).

All 88 cadets who trained in sailplane soaring program passed the course of instruction to win an FAA certificate.

In powered flight training, 93 of 96 students achieved FAA Private Pilot certification.

Other summer activities included encampments by more than 6,000 cadets at 28 Air Force bases and 200 cadets participating in Air Force Spiritual Life Conferences. Fifty-two cadets, one from each CAP wing, attended the FAA Academy's Cadet Orientation Program at Will Rogers Field, Oklahoma, in early July. A like number of cadets attended the annual Jet Orientation Course at Perrin AFB, Texas, and the Space Age Orientation Course at Chanute AFB, Ill.

CAP's International Air Cadet Exchange (IACE) program was singled out for expansion when Vice President Hubert H. Humphrey and representatives of the State Department applauded General Wilcox's proposal to include every country with which the U.S. maintains diplomatic relations. Eighteen countries participated in the 1967 program.

The general briefed the Vice President and State Department officials on CAP and the IACE during the final phase of the Exchange in August.



Cadet Capt. Diane Alexander of Arkansas readies for a flight in a Cessna 150. She was among 181 cadets to earn FAA certification at six CAP flying encampments.

IN THE FACE OF DISASTER, THE ALASKA ANG PRODUCED . . .

FLOOD BUSTERS, INC.

by Capt. Mike Hershberger,

Information Officer, State of Alaska

FOR the second time in three years, the chips were down in Alaska and the Air Guard was up. Weeks of rain had fallen on millions of acres in the vast interior and Arctic plain. Melting glaciers added their tons of silt and water to the rivers that criss-cross the region. With the disastrous 1964 Good Friday earthquake still fresh in their memories, Alaskans braced for the worst.

Major General Conrad F. Necrason, state adjutant general, made a flying inspection of the area on August 14. He found hundreds of square miles under water. The village of Nenana had been evacuated and dozens of other towns and villages were flooded. The following day, Fairbanks, Alaska's second largest city, became a victim of the Chena River.

The Guard was mobilized.

Air Guard's 144th Air Transport Squadron at Kulis ANG Base, Anchorage, had a vital role in disaster relief operations that followed. By dawn of August 15, its C-123s were bound for Fairbanks.

At Fairbanks International Airport, the Air Guardsmen set up an air evacuation center and began manifesting flood victims aboard all available aircraft . . . civilian, state and federal. Medical personnel gave typhoid innoculations and checked passengers before flights. The evacuation center staff worked 24-hour shifts for three days on a diet of C-rations.

In Anchorage, Kulis ANG Base became a center for the Fairbanks refugees. ANG medical specialists gave innoculations and aid. Hundreds of arriving children, whose parents elected to remain in Fairbanks, were assigned to private homes in Anchorage. Others were registered in Anchorage schools.

During the period August 15-23, 144th personnel flew 138 sorties, logging 223 flying hours. They shuttled 2,371 men, women and



children to safety in the unit's C-123Js and its C-54.

Cargo was the backhaul . . . vitally needed medical supplies, toilet kits, water, food and thousands of other items. The Air Guardsmen also transported 25,000 pounds of supplies by truck to Fairbanks, making a total of more than 330,000 pounds of cargo hauled to the north.

Lieutenant Colonel Harold E. Wolverton, commander of the 144th, praised his men for "turning out a plus-100 per cent effort." He and his staff kept both ends of the evacuation-flood relief program going at the same time . . . supplying medical assistance, office space and help to the Salvation Army, American Red Cross and Civil Defense teams that made Kulis their headquarters.

A remark sums up the spirit displayed during the operation.

A civilian disaster worker asked a man in fatigues, "Which outfit do you belong to?"

"The FBI," was the reply . . . "Flood Busters Incorporated."

[*Editor's Note*] Other Air Reserve Forces units and the Military Airlift Command (MAC) also contributed to Alaskan relief operations. Some examples:

A C-54 of ANG's 124th Fighter Group, Boise, Idaho, airlifted 6,000 pounds of diapers, miscellaneous clothing, milk and baby bottles.

A C-97 of the 146th Air Transport Wing (ANG), Van Nuys, California, delivered some 4,000 pounds of fresh fruit.

Air Force Reserve's 916th Military Airlift Group, Carswell AFB, Texas, flew in some 15,000 pounds of charcoal and portable latrines. The 917th MAGp. (AFRes), Barksdale AFB, Louisiana, delivered 18,000 pounds of medical supplies.

During the disaster, a C-124 of the 937th MAGp. (AFRes), Tinker AFB, Oklahoma, landed at Eielson AFB, Fairbanks, with 120 Civil Air Patrol cadets who were to spend their summer encampment in Alaska. The cadets remained for four days. While there the female cadets assisted medical technicians in giving shots and performed baby-sitting chores, while the boys filled sandbags.

Venezuelan missions

At about the same time Air Guardsmen were helping out in Alaska, Puerto Rico Air Guardsmen were flying mercy missions for Venezuelan earthquake victims.

On August 4, a C-54 of the 156th Tactical Fighter Group, delivered 1,000 gallons of medicinal alcohol to Venezuela. Flying the aircraft were Colonel Alberto Nido, Puerto Rico ANG's chief of staff for Air, and Lieutenant Colonel Mihiel Gilormini, the group's commander.

A total of 50,000 pounds of clothing, food and medical supplies were airlifted by the 156th personnel during four missions.

Puerto Rico Lions International president Jorge Bird, sent a letter of appreciation to the Secretary of the Air Force commending the Air Guardsmen. A similar letter was received from the Venezuelan Air Force chief of staff.

Texas hurricane

Hurricane Beulah slammed into southern Texas Sept. 20 and the Air Reserve Forces were ready.

Two days before, communications specialists of the Air Guard's 221st Radio Relay Sq. had set up stations to enable the control center in Austin to maintain contact with the forces in the devastated areas.

Air Force Reserve units were on alert, ready to airlift food, medicine and supplies to the residents of stricken communities, and south Texas Civil Air Patrol units used their mobile communications facilities to relay emergency requests to civil defense authorities. Details will appear in the November issue.







"More than a 100 per cent effort": *a/* An Air Guardsman of the 144th Air Transport Sq. assists flood victims from plane after flight from Fairbanks. The unit airlifted 2,371 men, women and children to Anchorage. . . . *b/* Flood victims in Fairbanks listen to flight briefing by Capt. Ruhle, a 144th pilot, before taking off for Kulis ANG Base. . . . *c/* Diapers and other clothing items bound for Fairbanks are loaded aboard ANG C-54 of the 124th Ftr. Gp. at Boise, Idaho. . . . *d/* SSgt. Arnold Christiansen (c) medical technician of 144th, assists in treatment of sick child. Other medical personnel of the unit gave typhoid innoculations.

VIET CONG bullets . . . civil disturbances . . . disaster relief . . . exercises . . . new training concepts . . . and overseas tours—all contributed to make July, August and September busy months for the Air Reserve Forces.

They trained in Japan and Hawaii, flew mercy missions to Alaska and South America and airlift missions to Southeast Asia, Europe, Australia, and other parts of the world.

Overseas Missions

The Air Reserve Forces' airlift units compiled an impressive record during the first seven months of this year. Air Guard crews transported a total of 59,564 passengers and 22,433 tons of cargo using C-97s, C-121s and C-124s. Their missions included more than 480 flights into Vietnam. In addition, ANG aeromedical evacuation crews flew 210 offshore missions carrying 1,783 patients and 2,742 passengers.

During the same period, Air Force Reserve C-119 and C-124 crews airlifted 44,420 passengers and about 20,800 tons of cargo. They flew more than 9,600 round trip missions including 264 in support of Southeast Asia operations. Tactical airlift Reservists also air-dropped some 167 tons of cargo and 62,479 paratroopers.

For the first time, an Air Force Reserve C-124 crew (445th Military Airlift Wing, Dobbins AFB, Georgia) flew to Australia for the Military Airlift Command (MAC). The round trip of about 24,000 miles included stops at Travis and McClellan AFBs, California; Hickam AFB, Hawaii; Pago Pago, American Samoa; Christchurch, New Zealand; and Sidney.

In June, the Air Guard completed its 1,000th mission into Vietnam when a C-124 of the 172nd Military Airlift Group, Jackson, Mississippi, delivered a load of combat supplies to Da Nang.

The threat of enemy snipers makes missions to Vietnam anything but routine. Air Guardsmen and Reservists have come under enemy fire during their final approach to a Vietnam landing field. It happened recently to Major John J. Richey during his seventh trip to Vietnam. He is an Air Force Reserve navigator with the 758th Military Airlift Squadron, Pittsburgh, Pennsylvania, and was flying with an active duty crew on a MAC mission. As the C-124 let down for a landing at Tan Son Nhut AB, Saigon, it was struck by Viet Cong bullets. None of the crew was injured and damage to the plane was only minor.

Air Guard's operation *Creek Party* continues. Its five air refueling groups rotate aircrews, support personnel and KC-97L tankers to Germany where they are helping to train active duty fighter pilots in refueling operations. Members of the 126th Air Refueling Wing's three groups (126th, Chicago; 160th, Clinton County AFB, Ohio; and 128th, Milwaukee, Wisconsin) are currently at Rhein Main AB, Germany.

In August, personnel of the Air Force Reserve's 305th Aerospace Rescue and Recovery Squadron, Selfridge AFB, Michigan, played a key role in the search for survivors of an ill-fated skydiving group that parachuted into Lake Erie. The Reservists flew three missions totaling about 25 hours.

Civil disturbances

During the Detroit riots in July, Michigan Air Guardsmen flew 35 reconnaissance sorties over the troubled area. Flying RF-84s they produced about 9,000 aerial photos while other Air Guardsmen snapped about 400 pictures from the ground. Copies of the photos were rushed to state and federal authorities to assist them in evaluating the situation.

In addition, 860 other Air Guardsmen worked 'round-the-clock performing a variety of jobs. They set up portable medical dispensaries, operated an ANG command post, helped patrol the riot-torn streets in police cruisers, protected government facilities and assisted the police in transferring prisoners.

Because of civic disturbances, ANG had 40 planes and aircrews on alert status . . . ready to return troops who were training outside their home states.

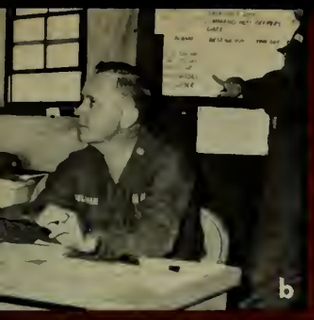
In addition, some Air Guardsmen attended their October unit training assembly in September. The purpose was to give them 32



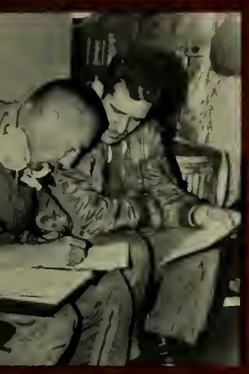


Air Reserve Forces in action: *a/* Army p
and Maj. P. Sullivan, 253rd Comm. Gp.,
434th Tactical Airlift Wg. dispatcher, che
HC–130 tail section at Robins AFB, Ga
cargo placement during first Reserve flig
takeoff on "Coral Sands II" mission. . .
men (l-r) A2C C. Butera and S. Biancani
AFB, Md. . . . *i/* A2C C. Pohorley, 106th
sunaga (Hawaii) discusses air terminal

TRAINING

















pares for jump from 939th Tactical Airlift Gp., C–119. . . . *b/* Capt. L. Lear (l) mmand post operations during "Sentry Post I." . . . *c/* A2C C. Emanuel, a tion needs for incoming flight. . . . *d/* Reservists of 34th Maint. Sq. work on gts. R. Britton (l) and R. Kirby, loadmasters of 445th Military Airlift Wg., check . . . *f/* F–100 pilot Capt. J. McEntee, 121st Tactical Fighter Gp., prepares for . Barnes teaches world affairs at ANG's first NCO Academy. . . . *h/* Air Guards- J. Bayes, 121st Weather Flt., measure wind velocity while training at Andrews port Sq., erects radio antenna during "Sentry Post I" . . . *j/* Rep. Spark Mat- Reservists of 88th Aerial Port Sq., during encampment at Hickam AFB.

EADY NOW" STYLE

hours of special training in the role they would play in a future emergency or civil disturbance.

Classroom training

About 1,500 Air Guardsmen attended the new ANG *Institute of Technology* at Travis Field, Savannah, Georgia. The students received instruction in hard-to-train career fields such as intelligence, communications - electronics systems, and aircraft maintenance.

At McGhee Tyson AP, Knoxville, Tennessee, 194 noncommissioned officers graduated from the first *ANG NCO Academy*. Another 80 completed a similar course at Hamilton AFB, California.

The two-week Academy program was tailored for ANG personnel who could not afford the time required to complete the lengthier active duty courses.

Another 100 ANG officers and airmen devoted their encampments to studying the principles of ground safety at the California Institute of Technology in Pasadena. The curriculum was designed especially for Air Guardsmen by members of the Institute and the Air Force Directorate of Aerospace Safety.

Air Force Reservists also returned to school, and in some cases their classrooms were thousands of feet above ground.

Forty members of MAC's Civil Reserve Air Fleet completed a 32-hour navigational course in the C-141 jet transport. Six of the navigators trained at Dover AFB, Delaware, and 34 at Travis AFB.

Aircrews of the 912th Tactical Airlift Group, Willow Grove, Pennsylvania, went to Bakalar AFB, Indiana, where Reservists of the 434th Tactical Airlift Wing taught them the *Slingshot* method of dropping C-119 cargo.

Major General Richard S. Abbey, assistant chief of staff for Reserve Forces, flew with a 912th crew during one of its *Slingshot* training missions. The general was at Bakalar as part of a nationwide tour he made to inspect Air Reserve Forces' training activities.

In evaluating the results of the tour, General Abbey said, "It was a most gratifying experience. I was greatly impressed with the

See Next Page

capability displayed by our *citizen-airman* in both flying and non-flying units as well as their obvious dedication to the USAF. The *Ready Now* values of the Air Reserve Forces were graphically displayed by the units I visited which I'm sure are representative of all our Guardsmen and Reservists."

Members of the 31st Aeromedical Evacuation Squadron, McClellan AFB, California, found out what the Vietnam ground war is like. At Fort Ord, also in California, they watched soldiers assault a replica of a Viet Cong village, then the Reservists moved in to treat the "battle casualties."

Joint exercises

At Gulfport, Mississippi, Reservists of the 922nd Tactical Airlift Group, Kelly AFB, Texas, deployed to Fort Campbell, Kentucky, where they paradropped some 1,000 Army Special Forces troops.

The 939th Tactical Airlift Group, Portland, Oregon, tested its ability to operate an air base and stage a major deployment. A task force of 130 aircrewmen and support personnel, plus nine C-119s flew to Pope AFB, North Carolina, where they supported Army airborne exercises. Aircrews from four other tactical airlift groups also were involved—the 903rd, McGuire AFB, New Jersey; 912th and 913th, Willow Grove; and the 922nd, Kelly AFB, Texas.

Six F-100 pilots and about 60 support personnel of the 121st Tactical Fighter Group, Lockbourne AFB, Ohio, traveled to Hawaii during August to participate in exercise *Coral Sands II*. The purpose of the training was to coordinate Navy, Marine Corps and Air Force units during assault landings under combat conditions.

The Air Guardsmen dropped napalm and 750-pound general purpose bombs and fired 20mm cannons and rockets during the 54 close-air-support missions they flew. The flights to and from Hawaii were made with the help of the Air Guard's 136th Air Refueling Wing, Dallas, Texas.

From July 29 to August 20, ten Air Guard units trained together in an exercise called *Sentry Post I* to refine tactical air concepts and coordinate command operations.

Key units in *Sentry Post* were New York's 152nd Tactical Control Group and the 253rd Communications Group, Massachusetts.

Other units participating were the 102nd (Massachusetts), 108th (New Jersey) and 113th (Washington, D.C.) Tactical Fighter Wings; 123rd (Kentucky) and 127th (Michigan) Tactical Reconnaissance Wings; 126th Air Refueling Wing (Illinois); 135th Air Commando Group (Maryland); and 143rd Aircraft Control Group, (Rhode Island).

Support units

They don't get much smaller than the Air Guard's 204th Weather Flight at McGuire AFB. When the unit reported for summer training at Camp Drum, New York, it boasted a 100 per cent attendance record because both members showed up. However, Major Richard J. Rommer, the commander, and Staff Sergeant James J. Felicito performed yeoman service for the 12,000 Army Guardsmen of New Jersey's 50th Armored Division, the parent unit of the 204th.

Air Force Reservists of the 935th Aerial Port Flight, Richards-Gebaur AFB, Missouri, split their encampment between Norton AFB and El Centro, both California. At Norton, they helped their active duty counterparts prepare military vehicles for an aerial drop from C-141s. The Reservists then moved to El Centro where they helped recover the same equipment.

At Scott AFB, Illinois, Reservists of the 932nd Communications Flight helped overcome a manpower shortage. They worked as radio operators in the Scott Aeronautical (air-to-ground) and Military Affiliate Radio System stations, and as telephone and teletype equipment repairmen.

Production figures at the Oklahoma City Air Materiel Area increased noticeably during the two-week encampment of the 10th Supply and 10th Maintenance Squadrons. Although the units were formed a little more than a year ago, the Reservists are nearing the 100 per cent proficiency status. When they reach this goal they will stand weekend supply alert and perform maintenance in a production capacity.

The Reserve's 2273rd Selective Service Squadron, Bolling AFB, D.C., has some 280 officers augmenting state and regional offices. This fiscal year they are attending Selective Service conferences to help develop more rapid mobilization procedures.



Lt. Gen. Henry Viccellio, comdr., CAC, is briefed by MSgt. Raleigh D. Curtis on some of the modern survival equipment used by Reservists of the 302nd Aerospace Rescue and Recovery Sq., Luke AFB, Ariz. The general visited the facility during an inspection tour of Reserve units in southwest U. S.



Puerto Rico ANG's 156th Tactical Fighter Gp., airlifted 50,000 pounds of medical supplies to Venezuelan earthquake victims in August. Discussing a mission are: (l-r) Capt. G. Penagaricano, a/c comdr.; Maj. M. Black-Bazo, Venezuelan AF host; Capt. L. Baldoni, co-pilot; and SSgt. V. Vega, flight mechanic.



IF YOU WANT A "READY" POSITION, TRY

HEADQUARTERS COMMAND

San Francisco: *A public relations official for a civilian airline puts on his uniform and heads for Washington, D.C. and his Reserve assignment.*

Stuttgart: *A Reservist living in Germany reports for duty in NATO headquarters, Belgium.*

Fairbanks: *A professor at the Univerity of Alaska serves in his Reserve position as staff supply officer for the Alaskan Command, Elmendorf AFB.*

Colorado Springs: *The president of a Colorado company fills a Reserve assignment as operations officer with NORAD headquarters, Ent AFB.*

In addition to being Reservists, these individuals have one more thing in common. Each holds a mobilization augmentation position administered by Headquarters Command (HQ COMD), Bolling AFB, D.C.

About 2,000 other officers and airmen, many living thousands of miles from the D.C. area, including foreign countries, can say the same thing.

HQ COMD is one of the most unusual of the major commands. In addition to having active duty personnel at 780 locations throughout the world, its Reserve program contains more than 4,000 augmentation positions also throughout the world.

These Reserve positions include 1,589 with international organizations such as NATO and SEATO, and 579 with joint activities such as the Alaskan Command. There are another 1,625 positions at Hqs., USAF, and the Office of the Secretary of Defense, and 235 at Bolling and Andrews AFB, Maryland.

M/G ROLLEN H. ANTHIS
Comdr., HQ COMD



Among the varied skills needed in HQ COMD are nurses. Here, a nurse of the 22nd Med. Svc. Sq., Baltimore, Md., comforts patients being evacuated from the Philippines.

There are about 2,000 officer and airmen vacancies in practically every specialty. Some examples: (*Officer*) intelligence, legal, staff development engineer, information, research and development, supply management, transportation, materiel, ground safety, communications, auditor, medical and special investigations. (*Airmen*) administration, personnel, intelligence, special investigations, communications-electronics, auditing, administrative legal, and medical.

Major General Rollen H. Anthis, commander, HQ COMD, is a staunch supporter of utilizing Reservists to help accomplish the command's mission: "The unlimited potential available within the Reserve inventory is a resource too frequently overlooked. While training for mobilization requirements, our Reservists contribute to the effectiveness of the command."

Some of the missions include providing administrative, logistic and medical support to local and worldwide Air Force and governmental organizations; conducting the largest proficiency flight program in USAF; and, furnishing administrative airlift.

HQ COMD also houses the only consolidated Reserve personnel office (CRPO) of its type in the Air Force. Located at Bolling, its director is Lieutenant Colonel Sherman S. Reed. He is responsible for the supervision and administration of the *Reserve War Augmentation* programs of HQ COMD and Hqs. USAF.

In discussing the vacancies, Colonel Reed says, "Many Reservists in *Standby* status are ineligible to earn points and face transfer to *ISLRS*. Such a loss can be minimized if they will secure *Ready* Reserve assignments within the major command augmentation programs. Submit applications to HQ COMD (PRP), Bolling AFB, Washington, D.C. 20332."

HQ COMD also is the gaining command for the 1st and 2nd Air Postal Groups and their eight flights. The Postal Reservists recently completed their first overseas encampment. They traveled to Tachikawa AB, Japan, where they helped process the monthly workload of six million pounds of mail.

The CRPO also supports the 22nd Medical Service Squadron and its 403rd Flight. These Reservists work with USAF's 10th Casualty Staging Flight at Andrews AFB which is the major east coast reception point for Vietnam casualties. The Reservists have helped care for a significant portion of the more than 15,000 patients who passed through Andrews.

The medical units have vacancies for registered nurses and enlisted personnel with prior medical experience in any branch of the armed forces. For information, write to: 22nd Medical Service Sq., 2101 West Rogers Ave., Baltimore, Maryland 21209.

PEOPLE

AFRes Lieutenant Colonel McGowan Miller, whose caricatures of outstanding Air Guardsmen and Reservists appear regularly in *The Air Reservist*, began a 17-day USO tour of military hospitals in Southeast Asia on September 15. Colonel Miller and his cartoons are scheduled to entertain patients in Guam, Okinawa, the Philippines, Taiwan, Japan and Hawaii. ◇ ◇ ◇ Lieutenant General Hewitt T. Wheless, assistant vice chief of staff, USAF, has been appointed the senior Air Force member of the Military Staff Committee of the United Nations. This is in addition to his current duties. ◇ ◇ ◇ Colonel Wendell G. Garrett, a command pilot with more than 3,000 flying hours, is Indiana's new assistant adjutant general for Air. He succeeds Brigadier General Kenneth E. Keene who retired in August. ◇ ◇ ◇ Three retired Air Force officers recently became state adjutants general for the National Guard. Appointed adjutants of Hawaii and Alaska were Lieutenant General Benjamin J. Webster and Major General Conrad F. Necrason, respectively. As such they hold the rank of major general in the Air National Guard. Colonel Reginald M. Cram was advanced to brigadier general and became adjutant of Vermont. ◇ ◇ ◇ Four father and son combinations is the unusual boast of the 904th Military Airlift Group, Stewart AFB, New York. They are: Lieutenant Colonel Harry Amdur, the group's commander, and Joseph, A2C; Lieutenant Colonel Charles P. Reilly and Charles J., A3C; Chief Master Sergeant John Donahue Sr. and John Jr., A2C; and Master Sergeant Stanley R. Cutts Sr. and Stanley Jr., AB. ◇ ◇ ◇ Captain Jerry L. Kintigh, a Reserve pilot with the 911th Military Airlift Group, and two civilian guards at the Pittsburgh Airport, Pennsylvania, were praised by President Lyndon B. Johnson and Secretary of the Air Force Harold Brown for their quick action which helped save the life of a three-year-old boy who had been run over by a tractor. ◇ ◇ ◇ Representative Glenard P. Lipscomb of California has inserted into the *Congressional Record* a

Reservists ASK

I have qualified for Reserve retirement with 24 satisfactory years service and for retired pay when I reach age 60. Does PL 89-614, authorizing medical benefits, apply to all Reservists in my category? ◇ ◇ ◇ Yes. The law states that members or former members of a uniformed service who are entitled to retired or retainer pay, or equivalent pay, may receive medical and dental care when they reach age 60 and become eligible for retired pay.

How can I as an Air Force Reserve airman apply for a direct commission in the Air Force Reserve? ◇ ◇ ◇ There are two ways you can obtain a Reserve commission, provided you meet the qualifications. One is by direct appointment in specified fields and the other is commissioning through the yearly *Outstanding Airman Commissioning Program*. Information is contained in AFM 36-5 and Continental Air Command Letter 45-6.

When do flying status orders of a Reserve officer not on extended active duty terminate? ◇ ◇ ◇ Flying status orders terminate automatically when a rated officer is retired or ceases to hold a valid commission in the Air Force or its Reserve components. Flying status for Air Force Reserve officers released from extended active duty is terminated one year following release from EAD unless assigned to a position in the Reserve Forces requiring a rated officer. Also, flying status orders are terminated one year after reassignment from a rated to a non-rated position.

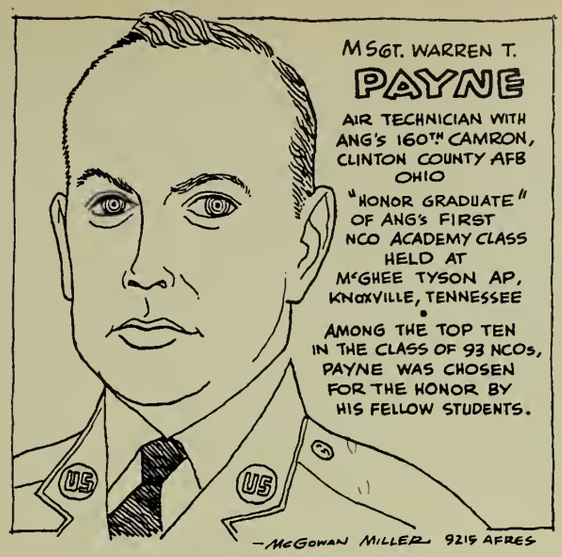
I am an Air Force Reservist not on active duty. How can I qualify for an Air Force Specialty and can I hold more than one? ◇ ◇ ◇ You may qualify by completion of formal military courses, by inactive or active duty training, or by civilian education or experience. Non-rated officers are limited to no more than two AFSCs while rated officers are limited to three, of which the primary or secondary is a rated AFSC. When flying status orders are ended, the rated specialty is retained as second or third AFSC.

I believe my civilian education and experience qualifies me for another Air Force Specialty. To whom do I apply to have it changed? ◇ ◇ ◇ Reservists assigned to the Air Reserve Personnel Center should write to the Center (RPCR-3), 3800 York St., Denver, Colo. 80205. They should include a resume of their civilian occupation and a transcript of any additional education. Reservists assigned to units should contact their unit.

What are the eligibility requirements for promotion of an enlisted member of the Air Force Reserve? ◇ ◇ ◇ You must be assigned to a Reserve wing or separate unit, or to a specific mobilization position; possess the AFSC and skill level for the promotion grade; be assigned to a position of one or more grades higher than present grade; have the required time-in-grade; and be recommended for the promotion by your unit commander.

During 32 days of active duty for training, I was placed on flight orders and sent TDY to Vietnam as part of a Regular crew. Am I entitled to special pay for duty subject to hostile fire? How would it be computed? ◇ ◇ ◇ Paragraph 80136, Vol. III, AFM 177–105 entitles Reserve members not on extended active duty to this special pay. Entitlement can be established through: permanent assignment or TDY orders for 30 consecutive days or more in a designated hostile fire area; performance of duty for a specified number of days in such an area; actual participation in combat operations or subjection to hostile fire while performing duty in such an area; or, being killed, wounded, or injured by hostile action wherever performing duty. Special pay is computed on a calendar month basis for each month the conditions are met. With specific exceptions, such pay is prorated during a particular month only to those days on which the member is entitled to basic pay.

letter from General John P. McConnell, USAF chief of staff, to Major General Glenn C. Ames, adjutant general of the California Air National Guard, praising "the outstanding contribution of the Guard in airlifting men and supplies to Southeast Asia." ◇ ◇ ◇ The top Air Force flying safety award, the 1966 *Flying Safety Plaque*, has gone to the 913th Tactical Airlift Gp., Willow Grove, Pennsylvania. Colonel Reg L. Anderson is commander of the only AFRes C-119 unit to earn the award. ◇ ◇ ◇ Three hours of single engine C-119 operation overwater and a successful engine-out landing at Kindley AFB, Bermuda, has earned the *TAC Achievement Award* for an aircrew of the 64th Tactical Airlift Sq., O'Hare IAP, Chicago, Illinois. ◇ ◇ ◇ Staff Sergeant Donald R. Sterling is the newest member of the 302nd Aerospace Rescue and Recovery Sq.'s *1,000-hour flying club* with 1,085 hours. Other club members of the Luke AFB, Arizona Reserve unit are Technical Sergeant Richard G. Facto, 3,144; and Staff Sergeants James A. Apfel, 1,425; James W. Connett, 2,710; William A. Reynolds, 1,433; and Edwin D. Pierce, 1,391.



HELP WANTED

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade available.

KEY	UNIT
1.	469th Medical Service Flt., Craig AFB, Alabama 36701
2.	514th Medical Service Flt., Beale AFB, California 95903
3.	32nd Maintenance Sq., McClellan AFB, California 95652
4.	81st Supply Sq., McClellan AFB.
5.	42nd Medical Service Sq., Norton AFB, California 92409
6.	44th Medical Service Sq., Travis AFB, California 94535
7.	82nd Aerial Port Sq., Travis AFB.
8.	91st Aerial Port Sq., Chicago-O'Hare IAP, Illinois 60666
9.	31st Medical Service Sq., Lowry AFB, Colorado 80230
10.	547th Medical Service Flt., Dover AFB, Delaware 19901
11.	90th Aerial Port Sq., Homestead AFB, Florida 33030
12.	420th Medical Service Flt., Orlando AFB, Florida 32813
13.	432nd Medical Service Flt., Tyndall AFB, Florida 32401
14.	446th Medical Service Flt., Robins AFB, Georgia 31093
15.	481st Medical Service Flt., Chanute AFB, Illinois 61866
16.	426th Medical Service Flt., Scott AFB, Illinois 62225
17.	412th Medical Service Flt., Bunker Hill AFB, Indiana 46971
18.	512th Medical Service Flt., Forbes AFB, Kansas 66620
19.	38th Medical Service Sq., Barksdale AFB, Louisiana 71110
20.	466th Medical Service Flt., England AFB, Louisiana 71301
21.	22nd Medical Service Sq., 2101 W. Rogers Ave., Baltimore, Md. 21209
22.	401st Medical Service Flt., L. G. Hanscom Fld., Massachusetts 01730
23.	434th Medical Service Flt., Selfridge AFB, Michigan 48045
24.	436th Medical Service Flt., Selfridge AFB.
25.	419th Medical Service Flt., Keesler AFB, Mississippi 39534
26.	541st Medical Service Flt., Keesler AFB.
27.	438th Medical Service Flt., Richards-Gebaur AFB, Missouri 64030
28.	510th Medical Service Flt., Whiteman AFB, Missouri 65301
29.	28th Medical Service Sq., Offutt AFB, Nebraska 68113
30.	5th Military Airlift Support Sq., McGuire AFB, New Jersey 08641
31.	33rd Medical Service Sq., McGuire AFB.
32.	89th Aerial Port Sq., McGuire AFB.
33.	454th Medical Service Flt., Kirtland AFB, New Mexico 87117
34.	35th Medical Service Sq., USNAS, Brooklyn, New York 11234
35.	444th Medical Service Flt., Griffiss AFB, New York 13440
36.	429th Medical Service Flt., Stewart AFB, New York 12554
37.	430th Medical Service Flt., Suffolk County AFB, New York 11978
38.	460th Medical Service Flt., Pope AFB, North Carolina 28308
39.	522nd Medical Service Flt., Lockbourne AFB, Ohio 43217
40.	4th Maintenance Sq., Wright-Patterson AFB, Ohio 45433
41.	4th Supply Sq., Wright-Patterson AFB.
42.	10th Supply Sq., Tinker AFB, Oklahoma 73145
43.	447th Medical Service Flt., Tinker AFB.
44.	443rd Medical Service Flt., Adair AFS, Corvallis, Oregon 97330
45.	92nd Aerial Port Sq., 1160 Wyoming Ave., Wyoming, Pa. 18644
46.	8th Military Airlift Support Sq., Charleston AFB, S. C. 29404
47.	81st Aerial Port Sq., Charleston AFB.
48.	84th Aerial Port Sq., 1940-D August St., Greenville, S. C. 29605
49.	463rd Medical Service Flt., Shaw AFB, South Carolina 29152
50.	505th Medical Service Flt., Ellsworth AFB, South Dakota 57706
51.	462nd Medical Service Flt., Sewart AFB, Tennessee 37168
52.	496th Medical Service Flt., Bergstrom AFB, Texas 78743
53.	20th Medical Service Sq., Carswell AFB, Texas 76127
54.	499th Medical Service Flt., Carswell AFB.
55.	32nd Medical Service Sq., Ellington AFB, Texas 77030
56.	408th Medical Service Flt., Lackland AFB, Texas 78236
57.	515th Medical Service Flt., Fairchild AFB, Washington 99011
58.	39th Medical Service Sq., Paine Fld., Washington 98201
59.	113th CAMRON, Andrews AFB, Maryland 20331
60.	133rd Military Airlift Wg., Minn.-St. Paul IAP, Minnesota 55111
61.	109th Military Airlift Gp., Schenectady Co. AP, New York 12301

Officer

Aircraft Maint.: (Capt.) 3.
Dental: (Maj.) 2, 18, 22, 28, 43.
Flight Nurse: (Maj.) 61.
Medical Svcs.: (Maj.) 10, 14, 25, 33. (Capt.) 9, 16, 19, 21, 31, 53.
Medical Professional: (Lt. Col.) 2, 13, 28, 29, 33, 35, 38, 39. (Maj.) 1, 12, 14, 16, 18, 20, 34, 43, 49, 50, 52, 56, 58. (Capt.) 9, 10, 17, 23, 57.
Nurse: (Maj.) 14, 19, 29, 53, 56, 61. (Capt.) 1, 5, 6, 9, 12, 15, 17, 18, 20-28, 31, 34-36, 43, 49-52, 54, 55, 57, 58.
Pilot: (Maj.) 61.
Supply: (Capt.) 41.
Transportation: (Capt.) 8. (Lt.) 32, 45, 46, 48.
Veterinary: (Maj.) 10, 16, 20, 22, 23, 33, 34, 36, 37, 43-45.

Airman

Administrative: (A1C) 47.
Aerospace Control Sys. Opns.: (TSgt.) 30.
A/C Maintenance: (MSgt.) 3. (TSgt.) 30.
A/C Access. Maint.: (TSgt.) 40.
Armament Sys.: (MSgt.) 40.
Food Service: (TSgt.) 29, 31.
Medical: (CMSgt.) 5. (SMSgt.) 29, 55. (MSgt.) 6, 13, 15, 18, 22, 28, 34, 50, 56, 58. (TSgt.) 2, 16, 19, 21, 24-27, 31, 35, 37-39, 44, 53, 54.
Metal Working: (SMSgt.) 40.
Small Arms Instr.: (SSgt.) 61.
Supply: (MSgt.) 42. (SSgt.) 4, 46.
Transportation: (MSgt.) 30. (TSgt.) 4, 41. (SSgt.) 8, 46. (A1C) 7, 32, 47. (A2C) 11.

ANG Technician

(A/C Mech. Jet Ftr., NGW-10) 59. 43151/71C.
(Fire Control Tech., F-100, NGW-11) 59. 32250/70.
(Hydraulic Tech., NGW-11) 59. 42152/72.
(Radar Maint. Tech. Ground, NGW-12) 60. 303XX.
(Welder, NGW-11) 59. 53250/70.

Intelligence Specialist

Officers and airmen: If you have had experience in one of the career fields listed below, there are many interesting positions open in these general locations: Georgia and bordering states; California; the Denver area; the Seattle-Tacoma section of Washington; the Chicago-Detroit-Indianapolis region; and the New York-Philadelphia-Washington, D.C. area. The specialties and highest grades available are: 8054, *Intelligence* (foreign language capability desirable) — Capt.; 2895-H, *Technical Intelligence*— Capt.; 9326, *Medical* (general)—Lt. Col.: 20370, *Foreign Language*—SMSgt.; 70270, *Admin. Supvr.*—TSgt.; 64550, *Inventory Mgmt.*—SSgt.; and 20490, *Intelligence*—SMSgt. Personnel not living in areas listed may receive a mobilization assignment with an active duty unit.

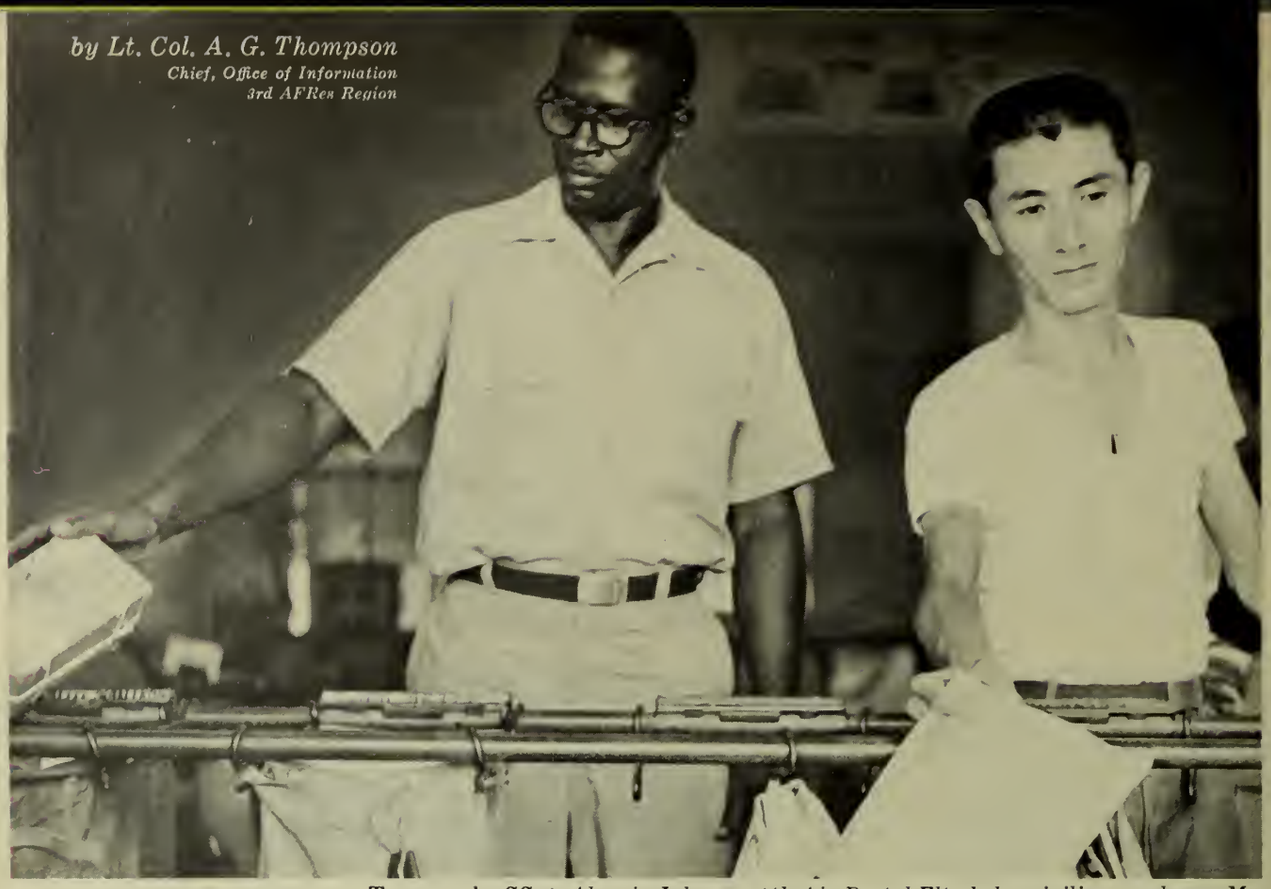
For details write: Reserve Affairs, 1127th USAF Field Activities Gp., Fort Belvoir, Virginia 22060.

Liaison Officers

Air Force Academy Liaison Officer to serve 15 high schools in Berks County, Pennsylvania. Grades Lieut.-through Col., are eligible. Write: Liaison Officer Coordinator, 1012 Walnut St., Lebanon, Pennsylvania 17042.

Also, nonpay assignment, point credit, Eastern Kentucky area; Athens-Lewisburg-Princeton, West Virginia. Write: Liaison Officer Coordinator, P.O. Box 2097, Pikeville Kentucky 41501.

by Lt. Col. A. G. Thompson
Chief, Office of Information
3rd AFRes Region



Teamwork: *SSgt. Alonzia Johnson, 4th Air Postal Flt., helps civilian employee, Mr. Takaguchi, process mail during tour at Tachikawa AB, Japan.*

THEY MOVE THE MAIL

"It was like going from the *Link* trainer to the cockpit of a combat airplane."

That's how Lieutenant Colonel Robert Loftin described the realistic training Air Postal Reservists received at Tachikawa AB, Japan, during their first encampment at an overseas location. The colonel is commander of the 1st Air Postal Group, Dobbins AFB, Georgia, which literally traveled halfway around the world to work alongside their active duty counterparts.

Lieutenant Colonel Edward P. Pike is commander of the 2nd Air Postal Group, Alameda, California. When the 1st Group and its four flights completed their encampments, they were replaced by the 2nd Group and its four flights. Throughout the tour, they were exposed to all facets of the postal and courier operation.

Though these Reservists have trained for years with the Postal and Courier Service, this was the first time they had the opportunity to perform the overseas functions that are an important part of the Service's global mission.

Colonel Robert J. Pugh, director of administrative services at Headquarters, USAF, stressed the magnitude of the Postal and Courier Service mission and the vital contributions made by its people to combat operations and troop morale:

"Of the hundreds of thousands of tons of mail they handle annually, a very large portion consists of weapon system spares which keep our front line aircraft and defense systems in operation. . . . We deliver high priority components and spares, by mail, to practically any point in the world in less than 50 hours. . . . Deployment of the Reserve units overseas has given the Reservists the missing element in their training—practical experience under realistic conditions."

Part of the 232 officers and airmen assigned to the postal units conducted their training tours at Hickam AFB, Hawaii. However, the majority went on to Tachikawa where they were assigned to the Japan Postal District. Each year the District processes about 36 million pounds of ordinary mail, 300,000 pieces of accountable mail, finds correct addresses for 425,000 pieces, processes 2,000 damage claims, and handles a half million dollars.

The Reservists worked day and night shifts of eight to eleven hours each and rotated their assignments to gain a broader understanding of the District's operation. In addition to working at the mail and courier facilities at Tachikawa, they assisted the active duty specialists at the Yokota AB, the Fuchu AS, the post offices at several Air Force housing areas, and at the Tokyo International Airport.

During their encampment, the Reservists participated in every phase of the mission: They helped load and offload aircraft carrying the many tons of mail going to and from the U.S. and Southeast Asia; sold stamps and money orders;



Briefing: *Maj. James Foshee, chief Japan Postal Dist., explains overseas functions which Reservists performed for first time.*

Courtesy call: *At Tachikawa, Maj. Reese Bricken and MSgt. Carl Edwards (l) toured local facilities with Mr. Mukai, city postmaster.*



weighed and insured packages and letters; sorted mail; checked address changes; and, performed many of the administrative functions. In addition, several members served as couriers, delivering classified mail pouches to Travis AFB, California, during the return trip.

In evaluating the effectiveness of the training, Colonel Andrew DiAntonio, chief, USAF Postal and Courier Service, said, ". . . they have the knowledge, ability and motivation to do a superior job anywhere in the world. . . ."

Lieutenant Colonel Perry B. McElroy, chief of the Pacific postal and courier region at Hickam AFB, referred to the encampment as, "A truly outstanding achievement . . . A real *first* in getting to know and work with our Reserve forces . . . the postal Reserve force is no longer just a name on paper, it is a reality with a new sense of urgency and understanding of the citizen officers' and airmens' role in attaining a high degree of readiness."

EVER READY III

A 'GAME' PLAYED WITH DEADLY SERIOUSNESS

WHAT would happen if nuclear bombs—6 million tons of TNT—exploded near Fort Worth, Houston or San Antonio?

About 200 Texas Army and Air National Guardsmen have some of the answers. For five days they lived with and reacted to the prospect of the United States being the target of a nuclear attack.

They were participants in *Ever Ready III*, the third in a series of exercises to test the plans and organization of the Texas Area Command, a multi-service headquarters located at Camp Mabry in Austin. Major General Thomas S. Bishop, the state's Adjutant General, is the commanding general of the organization. His deputy is the Air National Guard's Brigadier General James M. Rose, assistant Adjutant General for Air.

The command is staffed by Army and Air Guardsmen who are responsible for directing all military forces potentially available to help civil defense authorities carry out emergency operations.

The *war game* began with the announcement that the United States was under attack and that all priority I and II reserve units had been federalized and attached to the Texas Area Command.

Some of the first problems the team faced were to make sure the Governor was aware of the situation and to arrange for his safe return to the Civil Defense Emergency Operation Center at Austin.

Exercise controllers worked from a carefully planned and closely guarded script that had been prepared by the Military Support and Plans Office of the Texas Adjutant General's Department.

At realistic time intervals, the controllers fed the participants additional information: the entire country has suffered severe damage and loss of lives . . . the retaliatory forces of the U. S. have destroyed the enemy's ability to launch another attack . . . eight Texas cities have been hit by bombs ranging in explosive power from three to six megatons . . . more than a half-million killed and over 800,000 injured in Texas.

Based on such information, many *life and death* questions arose and had to be answered immediately: what are the exact locations of the bomb blasts? In which direction is the wind carrying the lethal, radioactive debris? Where are the safest areas for survivors? Are medical facilities available in these areas . . . transportation for evacuees . . . food . . . water . . . housing?

Some 50 visitors from throughout the country watched the Guardsmen set up emergency communications to direct the military forces during the post-attack, fallout phase of the test. Special attention was directed to evacuating the exposed populace from high-intensity radiation areas, caring for the sick and wounded, and dealing with the mammoth problem of statewide traffic control.

Furnishing communications support were specialists from the Texas State Headquarters and these Texas Air National Guard units: 272nd and 273rd Ground Electronics Engineering and Installation Squadrons, LaPorte and Beaumont respectively; 136th Air Refueling Wing, Dallas; and the 147th (Ellington AFB) and 149th (Kelly AFB) Fighter Groups.

The Air Guard's highly mobile 221st Radio Relay Squadron at Garland ordinarily would have provided the necessary communications support; however, the unit was participating in *Guard Strike I* at the time of the simulated attack.

It was only a *game*, but it was played with deadly seriousness. When it ended, Colonel Thomas G. Hicks, the exercise director, gave his evaluation of the results: "Though a great many valuable lessons were learned by the players, we still find some problem areas of operations. But, the play brought these problems to light; and that is the real purpose of the exercise."

reserve camera



a/ High promotion: *ANG flight nurse 1st Lt. Eileen Coleman received her silver bars from Capt. Ramah Camenzend (r) while en route to Hickam AFB, Hawaii, on an aeromedical evacuation mission. Both are members of 146th Aeromed. Evac. Sq., Van Nuys, Calif.*



b/ Fledglings: *Four new flight nurses of AFRes' 65th Aeromed. Evac. Flt., Hamilton AFB, Calif., learn about parachutes during initial training. (l-r) 1st Lts. Gay Gilbert, Betty Bender, Barbara Brooks; Capt. Jean McGhee; and TSgt. Herndon Wallace.*



c/ Award to industry: *USAF's "Citation for Support of the Air Reserve Forces" was presented to Radio Station WOR, New York City. Mr. Robert S. Smith, company vice president, accepted award from Maj. Gen. J. Clarence Davies Jr., whose Reserve assignment is assistant to the commander, First Air Force, Stewart AFB, N.Y.*



d/ Safety's first: *Two Texas ANG missilemen admire "USAF Missile Safety Plaque" awarded to 149th Ftr. Gp., Kelly AFB, for outstanding procedures in handling, storing, transporting and firing of air-to-air missiles.*

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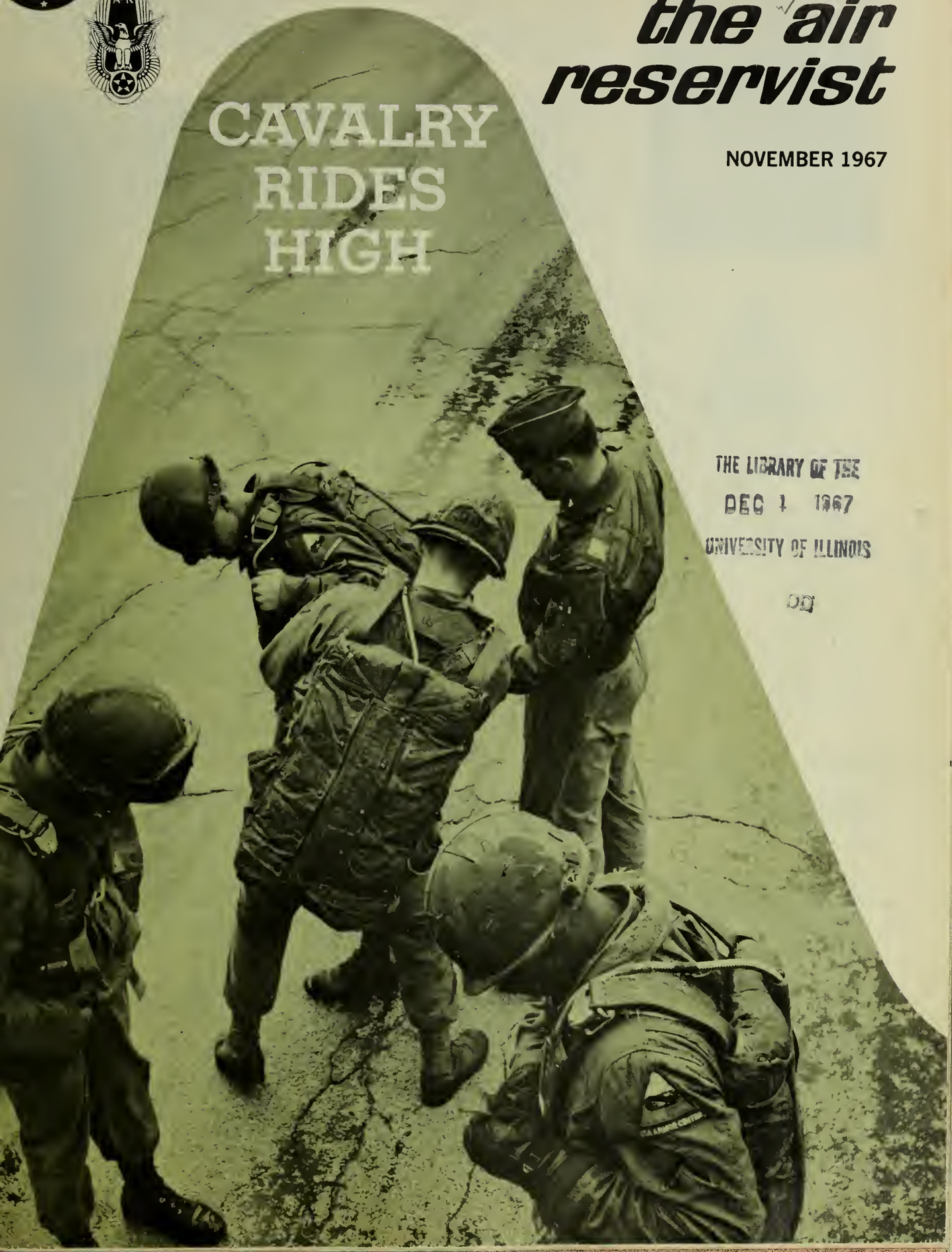
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OFFICIAL MAGAZINE OF THE AIR NATIONAL GUARD AND AIR FORCE RESERVE

the air reservist

NOVEMBER 1967

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Reserve "Bill of Rights": This bill (H.R. 2) was passed by the House of Representatives earlier this year and at press time was under careful study by the Senate Armed Services Committee. The committee has heard testimony from Air Force representatives. The bill is now being further studied to iron out technical terms and complicated issues.

The RAND study: (Extracts from a Sept. 18 speech by Mr. Norman S. Paul, then under secretary of the Air Force.)

"A year ago the Air Staff asked the RAND Corporation to look at possible future roles and missions of the Air Reserve Forces. The time period of interest was 1968-1976, but the primary emphasis fell on the mid-70s. One of the best features of the RAND Study is its objectivity. It tells us a good deal about the sort of things we might find in 1975—if we are sensible in 1968 and 1969. This study is more of a concept paper and collection of useful data than a recommendation for immediate program changes. The Air Staff is currently reviewing its implications. I doubt if it will lead directly to force structure change in 1968, but its long-term influence may be considerable.

"RAND points out that we must look at alternative force mixes of Regulars and Reserves . . . essentially the Air Reserve Forces and the regular force ought to be and are complementary. In planning the future of each, we should estimate the overall job to be done . . . then ask if there are tasks which can be done as efficiently by Reserves as by Regulars. I suspect the next few years will see a great deal of analysis of force mixes designed to meet a range of contingencies.

"The results are likely to lead to some experimentation. . . . This, I submit, is preferable to the loss of skilled personnel by default."

Credit for reserve time: The House Armed Services Committee has recommended Congressional approval for legislation that would allow enlisted military personnel to count reserve time in computing retirement pay. The Department of Defense-supported bill would give enlisted personnel parity with officers in counting inactive reserve service after July 1, 1958, on a point-credit basis. Current law prevents a majority of enlisted men who retire with less than 30 years service from receiving credit for anything other than active duty time.

Military pay bill: At press time, the House of Representatives had passed the military pay bill (H.R. 13510) and it now awaits Senate action. In its present form, the pay raise is retroactive to October 1. The civilian pay bill (H.R. 7977), as passed by the House, calls for additional adjustments in Civil Service pay in July 1968 and April 1969. Section 9 of the military bill carries a similar provision contingent upon passage of the civilian pay bill.

New titles for airmen: Airmen in pay grade E-4, including members of the Air National Guard and Air Force Reserve, have been designated noncommissioned officers and will be addressed as "sergeant." Concurrently, the title of airman second class (E-3) was changed to "airman first class," and airman third class (E-2) was shortened simply to "airman." The designation to sergeant for E-4s revises the grade title structure established in 1952. It is intended to recognize the NCO qualifications demanded of them. The new sergeant designees will be accorded the advantages and privileges commensurate with their responsibilities.



Miniature of new "Chief of Staff" safety trophy to be awarded next year is displayed by Brig. Gen. Frank K. Everest Jr., dir., Aerospace Safety, USAF, and Lt. Col. Hugh H. Walker, ANG liaison officer.

Air Reserve Forces eligible for new safety trophies

Like to win a three-foot-high silver trophy? . . . It's possible.

Beginning next year, all major commands and individual Air Force personnel—including Air Guardsmen and Reservists—can compete for new *safety* trophies to be presented annually by the Secretary of the Air Force and the Chief of Staff.

The *Secretary of the Air Force Award* consists of two trophies—one for commands with more than 15,000 personnel and one for commands with less than 15,000. They will be awarded for the best overall accident prevention program of the year in all safety functional areas. The National Guard Bureau and Continental Air Command will compete for the trophies.

The *Chief of Staff Award* will honor the officer, airman or civilian who makes the greatest individual contribution to the Air Force safety effort. A miniature replica and citation will go to the winner, while the larger trophy will be permanently displayed in the Pentagon. The Guard Bureau and CAC each will nominate one person for the award.

Rep. Whitten, ROA's 'Minuteman of the Year'

Biloxi, Mississippi, is the site of the Reserve Officers Association's Fall Meetings on November 4. Representative Jamie L. Whitten (Mississippi), a senior member of the House Appropriations Committee, will be the principal speaker. He also will receive the ROA's *Minuteman Hall of Fame* award during the evening banquet.

The Air Force Affairs Committee has scheduled a series of discussions on Air Force Reserve programs and legislative proposals. In addition, they will hear special briefings by Mr. Earl J. Morgan, counsel of the House Armed Services Subcommittee on Military Airlift, and Mr. Harvey P. Lynn Jr. of the RAND Corporation which recently completed a study of Air Reserve Forces roles and missions.

the air reservist
Vol. XIX—No. 9 November 1967

Air National Guard
Air Force Reserve Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

Maj. Gen. Richard S. Abbey
Ass't Chief of Staff Reserve Forces, USAF

EDITOR: **Fred E. Giachino**

ASSOCIATE EDITOR: **Thomas Wright**

STAFF WRITERS: **William J. Turner**
SMSgt. Paul E. Collins
MSgt. Joe T. Redden



OUR COVER . . . highlights the tactical airlift mission of AFRes C-119 units. Capt. William Joyce of 434th TAWg. helps troops of the Army's 1st Air Cavalry prepare for flight to a training exercise zone. (See page 7)

Address all magazine correspondence, including material for publication, to: **Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, D.C. 20332**

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver, Colorado, 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

The Air Reservist is an official publication of Hq USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U.S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces. Use of funds for printing has been approved by Hq USAF.

The material contained in The Air Reservist is listed in the Air University Periodical Index.

news

'Combat Beef' units approach 100% manning

Combat Beef!

Four-legged animals to feed America's fighting men? No, it's an identification tag given to *fully combat ready* Air Reserve Forces units. They include 11 Air Force Reserve military airlift groups; 3 Air National Guard tactical fighter wings (113th, Andrews AFB, Maryland; 131st, St. Louis, Missouri; and 140th, Buckley ANGB, Colorado) containing 9 groups; 1 tactical reconnaissance wing (127th, Detroit, Michigan) containing 4 groups; and 1 tactical control group (157th, St. Louis, Missouri).

These Air Force Reserve C-124 units and the Air Guard's F-100 and RF-84F units would be readily available in a wartime emergency because of their continual training programs.

Formerly known as *Beef Broth*, this program was organized in 1965 to streamline wartime mobilization of select units in the shortest time possible. Department of Defense authorized the accelerated training in order to bring *Combat Beef* units up to full manning level and attain C-1 or "*fully combat ready*" status.

ANG *Combat Beef* tactical fighter groups are: 113th, Andrews AFB; 107th, Niagara Falls, New York; 177th, Atlantic City, New Jersey; 140th, Buckley ANGB; 150th, Kirtland AFB, New Mexico; 185th, Sioux City, Iowa; 131st, St. Louis; 121st, Lockbourne AFB, Ohio; and 184th, McConnell AFB, Kansas.

Tactical reconnaissance groups are the 155th, Lincoln, Nebraska; 187th, Montgomery, Alabama; 188th, Ft. Smith, Arkansas; 191st, Inkster, Michigan and the 127th Reconnaissance Technical Sq., Battle Creek, Michigan. The 157th Tactical Control Gp., St. Louis, rounds out ANG *Combat Beef* units.

Air Force Reserve (*C-124*) military airlift groups: 915th, Homestead AFB, Florida; 916th, Carswell AFB, and 921st, Kelly AFB, both in Texas; 917th, Barksdale AFB, Louisiana; 918th, Dobbins AFB, Georgia; 935th, Richards-Gebaur AFB, Missouri; 937th, Tinker AFB, Oklahoma; 941st, McChord AFB, Washington; and 938th, Hamilton AFB; 940th, McClellan AFB; and 942nd, March AFB, all in California.

'Hopeful' Captains await selection board results

Reserve captains not on extended active duty will be considered for promotion to permanent major by a board convening at the ARPC, Denver, Colorado, December 4-8.

Captains must have a promotion service date of June 30, 1962 or earlier; a total years' service date of June 30, 1955, or earlier; and be in active status one year prior to date of board.

Air Reserve Forces near half-million mark

Personnel strength of the Air Reserve Forces rose from 491,395 to 494,675 during fiscal year 1967. The Air National Guard added 3,875 officers and airmen for a total of 83,758 as of June 30.

Airman losses were primarily responsible for a drop in the Air Force *Ready* Reserve from 209,459 to 203,708. The *Standby* Reserve also dropped—145,440 to 143,667—with officer losses offsetting a gain of 2,919 airmen. Officers comprise 6,676 of the Retired Reserve's increase from 56,613 to 63,542.

Reservist commended by Secretary of Air Force

". . . a job well done . . . reflecting great credit upon themselves and the United States Air Force."

Secretary of the Air Force Harold Brown, in a letter, was congratulating Captain Jerry L. Kintigh, a Reserve pilot of the 911th Military Airlift Group, Greater Pittsburgh Airport, Pennsylvania, and base guards William Davis and Joseph Pakala.

The three were credited with helping to save the life of a three-year-old boy, Joel Cook, who suffered a broken leg and shoulder when run over by a tractor. They assisted in getting the boy to a hospital when the parents became bogged down in Sunday traffic.

After seven weeks at home in a



Maj. Gen. Winston P. Wilson's (l) reappointment for another four-year term as chief, National Guard Bureau, was confirmed (Oct. 6) by the U.S. Senate. Col. George W. Franklin (r) is the new chief, Office of Information, for the Continental Air Command (Sept. 1) following Col. Glen W. Clark's retirement.

Mrs. C. Rogers checks some of the aerospace educational material provided by CAP Hq., Maxwell AFB, Ala., to cadets and students at more than 600 schools through the U.S.





Reserve Capt. B. E. McCarthy, an AID official in Vietnam, briefed 327th Air Div. personnel on U.S. foreign aid program during his two week tour at Taipei AS, Taiwan.

chest-to-toe cast, Joel was treated to a tour of the base, including a look at the unit's C-124 aircraft, as guest of Captain Kintigh and the two guards. (*See photo below*)

CAC and CAP celebrate anniversaries December 1st

Anniversary greetings are in order for Continental Air Command (CAC) and the Civil Air Patrol (CAP). Both observe birthdays on December 1.

There will be 19 candles on CAC's cake. It was established in 1948. Lieutenant General Henry Viccellio, present commander, oversees the administrative and logistical support of the 400,000-member Air Force Reserve program from his headquarters at Robins AFB, Georgia.

CAP, a civilian auxiliary of the USAF, under the jurisdiction of CAC, observes its 26th birthday, with a history dating to 1941. From national headquarters at Maxwell AFB, Alabama, its commander, Brigadier General William W. Wilcox, USAF, directs more than 79,500 adult and cadet members whose activities include: a national program of aerospace education for adults and youth members; participation in USAF-authorized search and rescue missions; providing disaster emergency services; and cooperating with and supporting Civil Defense and American Red Cross disaster relief programs.

ARPC screening recall applications in nine fields

The Air Reserve Personnel Center, Denver, Colorado, is considering recall applications in nine utilization fields for qualified Air Reserve Forces officers in grade of major and below.

Included are: *pilot*, 10XX-14XX; *navigator-observer*, 15XX; *development engineering*, 28XX; *logistics*, 66XX; *aircraft control*, 16XX; *avionics*, 32XX; *photographic*, 23XX; *weapons director*, 17XX; and *civil engineering*, 55XX.

Total objective of the fiscal year 1968 voluntary line officer recall program is 120. The 74 officers already recalled include 19 pilots, 18 navigators, 20 non-rated officers in selected utilization fields and 17 special category officer accessions.

CAP plans programs at Las Vegas and Oslo

Civil Air Patrol leaders from every state, the District of Columbia and Puerto Rico, will gather in Las Vegas, Nevada, November 2-4, for CAP's annual National Board Meeting.

Sen. Howard W. Cannon (Nevada) will be the principal speaker. Among the CAP officials slated to attend will be the National Commander, Brigadier General William W. Wilcox, USAF, and Colonel Lyle W. Castle, board chairman. Major General Richard S. Abbey, assistant chief of staff for Reserve Forces, USAF, will represent Chief of Staff, General John P. McConnell at the meeting.

In October, top level representatives of CAP's national headquarters, visited Oslo, Norway, where they attended a three-day conference on the *1968 International Air Cadet Exchange (IACE)*. The Exchange is USAF-CAP sponsored.

General Wilcox headed the group that included CAP Colonels Lyle W. Castle, Samuel duPont Jr. and Paul Turner, and Major Charles Andrus Jr., USAF., chief, IACE.

Don't send address changes to 'Air Reservist'

Moving? Keep the records straight... Let the right people know about it.

Who are the right people?

Air National Guardsmen and Air Force Reservists assigned to a unit: Notify the Consolidated Base Personnel Office servicing your unit.

Reservists not assigned to a unit: Submit changes to the Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver, Colorado 80205. If in a pay status, also notify the Air Force Accounting and Finance Center (ALRR), at the same Denver address.

The above procedure will insure your continuing to receive *The Air Reservist Magazine*. Do not send changes of address to the magazine. This will delay correction of your records since changes must be forwarded to the proper authorities.



Brig. Gen. George Wilson (c), comdr., 445th MAWg., Dobbins AFB, Ga., welcomes 918th MAGp. crew which logged unit's 10,000th hour since converting to C-124s in July '65. (l-r) A2C Jackson, Buchanan and Schrage; SSgt. Tullis; Maj. Chasteen; Lt. Cols. Antonio and Armstrong; Capt. Ellis; Maj. Bass.

Four controllers of the 38th AC&W Sq., Greeley, olo., recently became the NG's first "Masters of ir Defense." (l-r) Capts. .E. Westfall and G.A. isher Jr.; Lt. Gen. A.C. gan Jr., comdr., ADC; apt. J.T. McGraw; and 1st t. L.P. Campbell II.

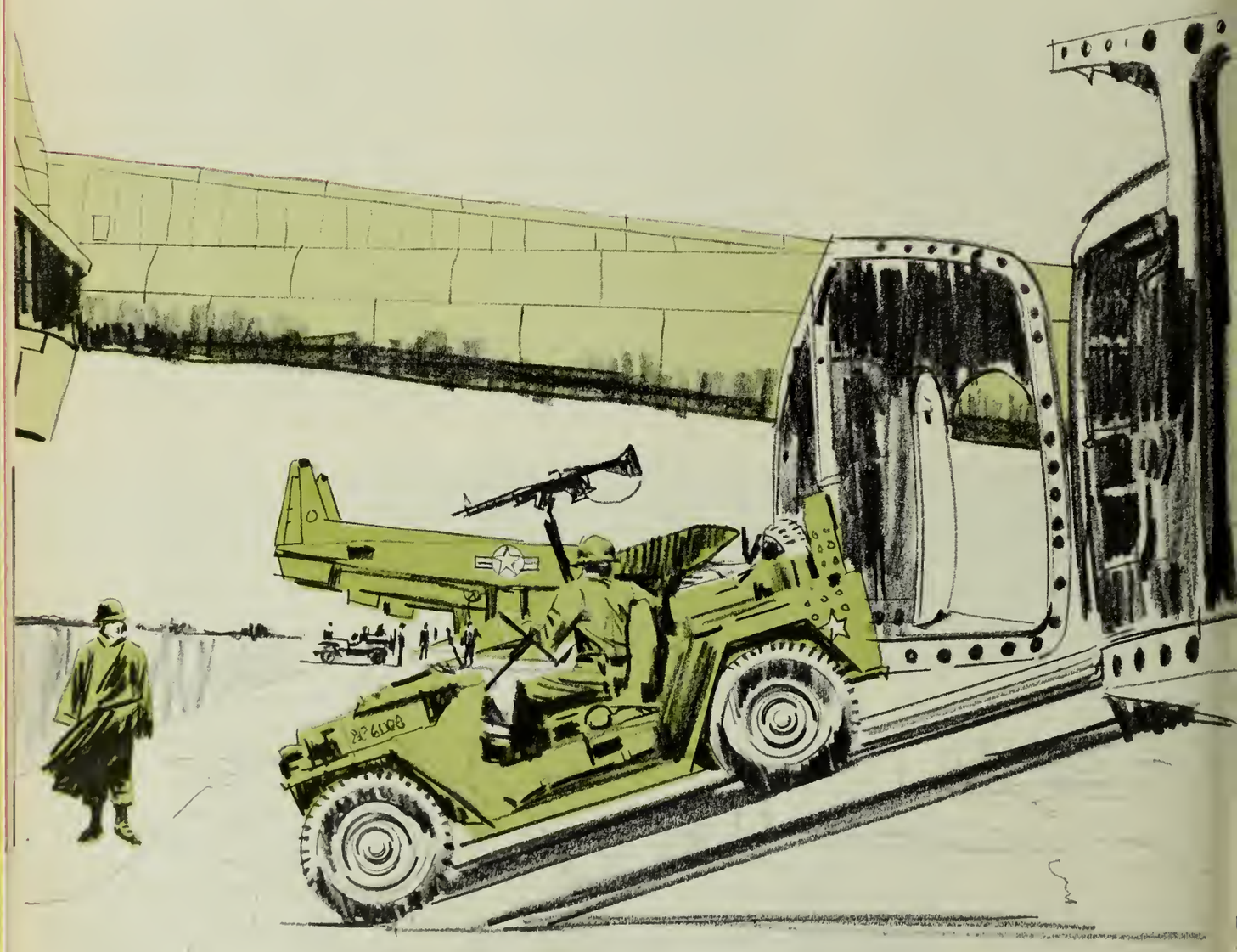


Joel Cook, recovered from injuries received in a tractor mishap, "flies" a C-124 with aid from Capt. J.L. Kintigh, 911th MAGp., Pittsburgh, Pa., who helped save his life.



CAVALRY RIDES HIGH

by Capt. Donald E. Reynolds
Information Officer,
434th Tactical Airlift Wg.





ARMY needs airlift!

Delta Troop, 7th Armored Squadron, 1st Air Cavalry will be positioned at 0915 to onload more than 90 tons of weapon-bearing vehicles and 160 personnel for intratheater air movement 130 miles inland. Offloading must be complete not later than 1430. Troop D's 38 vehicles must make rendezvous schedule with three sister troops equipped with observation and armed helicopters.

Mission: Perform reconnaissance and security operations for right flank of a division spearhead into unfriendly territory.

Vietnam? Not yet!

But the men of 7th Armored at Fort Knox, Kentucky, are aware that their high priority training status is a good indicator of things to come. And they need the airlift now! Not because their vehicles can't make it to the Camp Atterbury, Indiana, field training area. They can. But they need "fixed-wing" training.

In the Air Force, it's called intratheater (tactical) airlift on call, short haul airlift with the onload and offload efficiency of a rush hour streetcar.

The Air Force Reserve's 434th Tactical Airlift Wing at Bakalar AFB, Indiana, got the call. The wing's two groups (930th-931st) at Bakalar already had a full weekend planned.

About 10 aircraft were scheduled for cross-country airlift flights; a 140-troop paradrop was scheduled for an airborne battalion of the 38th Division, Indiana National Guard; and several tactical training missions were planned on the Bakalar drop zone.



But the word went back to Army . . . "Count on us. We'll be there."

On Sunday morning, October 8, ten C–119G *Flying Boxcars* of the 930th touched down at Fort Knox's Godman Army Air Field. Only minutes later, ramps were down and loadmasters were securing tons of cargo which immediately had been driven aboard by Troop D drivers. They had been briefed the preceding day by a crew of instructors headed by Major Billy Knowles, operations officer of the 71st Tactical Airlift Squadron, Bakalar.

The weather was not good and it was expected to get worse. An hour after touchdown, the *Boxcars* were "putting wheels in the well," and the steady rain was changing to a gusty downpour.

Reservist aircrews switched from visual flight rules (VFR) to pre-briefed instrument flight rule (IFR) operations.

The forward offloading base was Bakalar, 10 miles from the field exercise area at Camp Atterbury. The 45-minute flight landed on schedule and as soon as offloading was completed, each aircraft started its next sortie.

Field conditions at Godman were approaching minimum. But flying at five-minute intervals, all aircraft were down and spotted for onloading. At times, the downpour was so intense that runners from the waiting troops were dispatched to check aircraft tail numbers. The rain continued and so did the loadmasters.

Periodically, the gusty squalls diminished to a steady rain, offering adequate safety margin for several sortie departures.

Major Knowles complimented his loadmasters: "We couldn't control the rain, but weather delays were offset by the best loadmaster operation I've ever seen. If turnaround time had not been reduced, making several sorties ready for weather-break departures, we would not have made it. But their training paid off and we kept the schedule."

Lieutenant Colonel Charles E. Canedy, 7th Armored commander, said that every requirement for the airlift was provided and he hoped to give his men a couple more airlift exercises before departing the States . . . with the help of the 434th.

IT'S A S

TWO razor-sharp tactical fighter groups spanned the globe last month. Their goal was to prove they had the speed and mobility for combat effectiveness.

No, they were not Regular Air Force units They were units of the Air National Guard . . . the 140th Tactical Fighter Group, Buckley ANG Base, Denver, Colorado, and the 107th Tactical Fighter Group Niagara Falls, New York. Their destinations: Turkey and Alaska. Their purpose: participation in Exercises *Deep Furrow* and *Gold Rush VI*.

Deep Furrow (October 2-8) involved Turkish and American paratroop units, the air forces of both countries, the U.S. Sixth Fleet, and the F-100 pilots and support personnel of ANG's 140th Group.

All participating units came under the operational command of the North Atlantic Treaty Organization's (NATO) Allied Forces Southern Europe.

Twelve aircraft and about 125 Air Guardsmen supported the maneuvers in the north central portion of Turkey from their temporary headquarters at Incirlik AB. It was the 140th's farthest deployment and first training in a foreign country with NATO forces.

Their itinerary for the 7,000-mile trip to Turkey included a stop at Loring AFB, Maine. They were refueled three times over the Atlantic Ocean by KC-135s of the Strategic Air Command.

what they did

During the maneuvers, Air Guard pilots flew close air support and interdiction missions as paratroopers conducted an airborne assault near Merzifon, Turkey, on October 4. Two days later the Sixth Fleet carried out an amphibious operation in the Saros Gulf portion of the Aegean Sea.

The 140th's support personnel and equipment were airlifted in transports of the Military and Tactical Airlift Commands. In addition to the Air Guardsmen, more than 2,400 U.S. personnel were flown to Turkey for the exercise.

While they were proving their mobility and combat readiness, the Air Guardsmen also displayed 100 per cent reliability by flying all sorties scheduled. The fact that there were no mission aborts is a source of credit for the pilots and support personnel whose job is to keep the aircraft in prime condition and ready for immediate employment.

Top level officials of the Air Force and Air National Guard were on hand to observe the exercise and the role of the 140th.

A meaningful evaluation came from Colonel William M. Bowden, USAF, the commander of all Air Force forces employed during the exercise: "The Air Guardsmen of the 140th Tactical Fighter Group



MALL WORLD



performed their role in an outstanding and professional manner . . . and showed great skill in performing their first oceanic crossing. During the exercise, they continually showed their ability and readiness for any contingency. The Air National Guard should take pride in the record of this exceptional unit."

on to Alaska

Meanwhile, on the other side of the world, the 107th Tactical Fighter Group was preparing for *Gold Rush VI* (October 16-20).

Eight F-100 pilots of the 107th teamed with Air Guard crews of the 126th Air Refueling Squadron, Milwaukee, Wisconsin, to fly nonstop from Niagara Falls to Elmendorf AFB, Alaska, a distance of about 3,000 miles. They were refueled three times along the way.

Support personnel and equipment were airlifted to the exercise area in two Tactical Air Command C-130s and in two C-141s of the Military Airlift Command.

Gold Rush VI was the name given the deployment and redeployment of the F-100s. When the Air Guardsmen arrived at Elmendorf, they joined Army troops of the 171st Infantry Brigade participating in Operation *Big Bear II*.

The 107th pilots flew 60 missions during the five-day exercise. They dropped practice bombs and fired 2.75mm rockets during live fire training in the vicinity of Fort Richardson, Alaska. The Air Guardsmen also flew close air support and interdiction missions for the Army ground forces during their *Big Bear* maneuvers near Nome, Alaska. The exercise gave the New Yorkers extremely realistic training in working closely with the Army's forward air controllers and air liaison officers.

In each case—Colorado to Turkey and New York to Alaska—the conclusion is evident: They had the speed, mobility and teamwork for combat effectiveness.

WAF COP

One in 40,000 . . . She's Major Renee Rubin, a WAF Reservist of San Francisco, California.

Why? She is a security policewoman . . . and is the only female *cop* on the Air Force rolls—Active or Reserve.

Major Rubin has been working in the security police field for about five years. She spends one day a month with Headquarters Fourth Air Force, Hamilton AFB, California, as part of her training.

Major Rubin's unique assignment came to light recently while she was on active duty with the Directorate of Security Police, Headquarters USAF. During her two-week tour, she sat in on armed forces police detachment operations, met with local police officials, qualified with the .38 caliber pistol and fired the M-16 rifle.

The major entered the Air Force in 1952 after earning a master's degree in criminology from the University of California—the first woman to do so. She resigned her Regular commission in July 1960 to study at the Hastings College of Law in San Francisco where she currently teaches legal research and writing and drafting of legal instruments.





a

BEULAH WAS NO LADY

"The biggest, nastiest storm I've ever seen."

That's how a veteran weather recon pilot described *Hurricane Beulah* which slammed into southern Texas on September 20. She left behind an estimated one billion dollars in damages from her high winds, tornadoes and floods.

Air Reserve Forces and Civil Air Patrol units organized quickly for disaster relief operations. First to be called was the Texas Air National Guard's 221st Radio Relay Squadron at Garland. Their single sideband radio network was at times the only source of communications. Lending support were ANG's 136th Communications Flight, Dallas, and 272nd and 273rd Ground Electronics and Engineering Installation Agency Squadrons of La Porte and Nederland, Texas.

The 136th Air Refueling Wing, Dallas, and the 147th and 149th Fighter Groups of Ellington and Kelly AFBs provided airlift for the Guardsmen, doctors, nurses and others. These ANG units flew 34 missions, carrying 324 passengers and 105,000 pounds of cargo. [Personnel were relieved October 1, but redeployed to the disaster area the next day when *Hurricane Fern* threatened Texas. They returned home October 4.]

All regular Air Force, Reserve and Civil Air Patrol support during the storm and floods that followed was coordinated by Fourth Air Force Reserve Region

← USAF's only policewoman, Reserve Maj. Renee Rubin (r), learns about Washington, D.C., Police Department operations from Capt. Frances McCall and Inspector William Couperthwaite.

↓ Maj. R.C. Reicks, director of CAC personnel services, relaxes with a book from the new "mail order" library.



MAIL-ORDER LIBRARY

Want to brush up on your Swahili, Vietnamese, Bengali or Cantonese . . . read Tolstoy's *War and Peace* . . . bone up on physics . . . or build a better doghouse?

If so, Continental Air Command's (CAC) Library Service Center at Robins AFB, Georgia, is ready to serve you.

This unique mail-order library stocks some 372 sets of records in 27 foreign languages, and more than 24,000 books ranging from technical manuals to paperback mysteries. These are available to all CAC units and to members of the Air Force Reserve, Civil Air Patrol and Air Force Reserve Officers Training Corps. Items are loaned for a period of six weeks without cost.

A popular service is its paperback book kit. A monthly selection of 25 assorted titles is distributed to 65 units and an 8-title book kit is provided 60 units. Aircrewmen find these especially welcome.

The library mails a monthly book list to every Reserve unit. Individuals or units may be placed on the mailing list by writing to: CAC Library Service Center (PPS-L), Robins AFB, Ga. 31093. Reservists should include rank, unit, home address and ZIP code.



a/*446th Reservists who flew photo team over flooded area, pause for coffee provided by volunteer workers at Harlingen, Tex. (l-r) Freda Hale, CAP; Maj. L. Lane; Sister Angelica; MSgt. R. Borkovich; Thelma Schvab, Red Cross; Sgt. A. Reyes; and Lt. Col. V. Coale. . . .* **b**/*Advance party of ANG's 221st Radio Relay Sq., unload equipment from a 149th Fighter Group transport at Harlingen.*

headquarters, Randolph AFB, Texas. This included the airlift of 133,000 empty sandbags, a radio transmitter, generator and photo teams by Reservists of the 433rd and 446th Tactical Airlift Wings, of Kelly and Ellington AFBs.

Civil Air Patrol pilots flew more than 170 sorties from September 20 to October 3. They monitored evacuation traffic, provided airlift for the Army's disaster command and flew a "blue baby" to a Galveston hospital. CAP also had 13 fixed communications stations and four mobile units in operation during the emergency.

It's a proud story: Tell it . . .

'SOMEONE MAY

"I would like to see them get the credit for what they have been doing and what they are capable of doing."

The speaker was General John P. McConnell, chief of staff, USAF. The subject was *today's Air Reserve Forces and the need for public support.*

"As long as communist leaders insist on the forceful overthrow of free and peaceful governments, U. S. military power will have to remain strong to protect and defend our national interest and to share in the defense of the Free World. Basic to our military strength will be the Reserve Forces, ready and capable to fight . . . along with their comrades in the active forces."

Members of the Air Reserve Forces, themselves, must help to put across this message.

How? by reiterating the following points at opportune occasions:

- The Air Reserve Forces are assisting the Regular establishment through productive training missions at a time when the Regulars are being pressed to meet Free World commitments;
- Highly trained Air Force Reserve and Air National Guard units are ready now to assume their wartime responsibilities;
- The Air Reserve Forces are ready and capable of accepting more and heavier responsibilities in support of our nation's defense;
- Every citizen-airman is a vital member of the aerospace team.

If your neighbors are not aware of these facts, they should be! The American public deserves to know why the Air Force maintains the Air Reserve Forces and what its members accomplish during training periods.

Unit commanders and information specialists maintain close contact with local news media and civic organizations, but the information program needs your help to reach the grass roots level.

Under the concept of *training by doing,* members of the Air Reserve Forces are performing many missions which otherwise would fall to active duty personnel. As a result, every tax dollar spent for such training is paying a double dividend by increasing unit and individual combat readiness.

training benefits

Flying C-97s, C-121s, C-123s and C-124s, Air Guardsmen transported 71,778 passengers and 24,344 tons of cargo during the first eight months of this year. During the same period, Air Force Reservists airlifted 47,642 passengers and 23,898 tons of cargo using C-124s and C-119s. In addition, the Reserve's tactical airlift units airdropped about 71,000 paratroopers and 185 tons of cargo at the Army's jump school at Fort Benning, Georgia, and during joint training maneuvers.

Since August 1965, Air Guard nurses, medical specialists and airlift crews have been flying aeromedical evacuation missions for the Military Airlift Command on a regularly scheduled basis. Their off-shore runs along the Atlantic route take them from Newfoundland to Panama, and on the Pacific Coast from Alaska to California. As of October 2, they had transported 11,917 patients and 11,297 passengers.

The Air Force Reserve's military airlift units recently set a record for the number of tons of domestic cargo transported by Reservists during a one-week period, September 18-24. This new figure of 415.4 tons was in addition to cargo hauled to Southeast Asia and Europe which has been averaging about 450 tons each week.

Other flying and non-flying units of the Air Reserve Forces also make a significant contribution to the Air Force.

On May 1, 1967, members of the Air Guard's refueling units began flying *Creek Party* missions over Europe. By rotating the KC-97L aircrews from the five air refueling groups, these units have furnished continuous augmentation to the U. S. Air Forces in Europe (USAFE). The purpose of *Creek Party* is to help train USAFE fighter pilots in the techniques of aerial refueling.

The Air Force Reserve's 305th Aerospace Rescue and Recovery Squadron, Selfridge AFB, Michigan, is providing similar support for *Operation Hi-CAT.* Flying HC-97s, a rescue version of the C-97 transport, the Reservists relay weather and navigational data to the pilot of a high-flying WU-2 reconnaissance plane. *Hi-CAT* is a series of tests to collect information concerning the hazards of flight at high altitudes. The Reservists also are prepared to come to the assistance of the WU-2 pilot if he is forced to eject.

Throughout the year, Air Guardsmen assigned to aircraft control and warning squadrons and fighter interceptor units help protect the skies over America. By splitting their active duty for training periods under the *Texas Tour* plan, they are able to make a vital contribution to the Air Defense Command (ADC) on a continual basis. During 1966, they carried out about 25 per cent of ADC's runway alert mission.

Members of the Air Reserve Forces assigned to non-flying units also deserve public recognition for their role in national defense. They repair and install communications and electronics gear at active duty bases . . . augment the medical staffs at Air Force hospitals . . . help move the mountains of cargo and supplies going into and out of the huge air termi-

BE LISTENING'

nals on the East and West Coasts . . . furnish legal assistance and spiritual guidance to units and eligible personnel . . . and are always ready to participate in humanitarian missions to assist communities struck by natural disasters such as floods and hurricanes, and by civil disturbances.

This past summer, the officers and airmen assigned to the Air Force Reserve's air postal units gave an unusual demonstration of Reserve augmentation.

For the first time, these Reservists traveled overseas for their 15-days tour of active duty for training. Part of the group headquarters staff went to Hickam AFB, Hawaii, however the majority conducted their encampments at Tachikawa AB, Japan, where they helped their active duty counterparts process the more than six million pounds of mail that pass through that base each month.

the Air Force view

In a recent (September 29) edition of *TIG Brief*, the official publication of the Inspector General, internal aspects of public awareness were highlighted.

". . . today's Air Reserve Forces must be ready now . . . to perform with the same professionalism as Regular Air Force units.

"Achieving this keen combat-readiness in Air Reserve Forces demands that every Air Force member fully accept the *one-man* concept that achieves full USAF potential for preserving peace and deterring aggression . . ."

What can you do to help tell the Air Reserve Forces' story? Tell your neighbor!

In the words of Major General Winston P. Wilson, chief, National Guard Bureau: "One of the most important functions . . . is public awareness. You need it. The public deserves it."







Mr. Public Citizen deserves to know your role on the defense team whether it's as a member of . . .

↑ an Air Guard firefighting team continuously training to save lives and property, or . . .

➔ a Reserve C-119 aircrew helping to train Army paratroopers.

Q&A

OFFICIAL ANSWERS TO FREQUENT QUESTIONS!

I have completed service requirements for pay at age 60, and have just been promoted to lieutenant colonel. Is it true that I will not draw retired pay in the grade of lieutenant colonel unless I serve at least a year in this grade? ◇ ◇ ◇ Not true. Your pay will be based on the highest grade held satisfactorily at any time in the armed forces. There is no specific service time required. (Title 10, USC 1401, para 42-43, AFM 35-7)

I was commissioned after prior enlisted service. Am I entitled to wear the ribbons I earned as an airman? ◇ ◇ ◇ Yes, AFM 35-10 states that all authorized ribbons will be worn.

My AF Form 712 shows 3 years, 8 months and 11 days of satisfactory service in the "Prior to 1 July 1949" line. Am I entitled to count this as 4 years toward the required 20 years for retirement? ◇ ◇ ◇ No. You are entitled to count (toward completing the service requirements under Section 1332, Title 10, US Code) only the actual number of years, months and days of satisfactory service entered in the "Prior to 1 July 1949" line of Form. 712. (Para 50, AFM 35-7)

Am I eligible for the "Air Force Longevity Service Award Ribbon?" I served 2 years, 10 months on active duty. The remainder of my 19 years was in the active Reserve, with active duty for training. ◇ ◇ ◇ You need an aggregate of 4 years on honorable active duty with any branch of the armed forces to be eligible. This includes any active duty or active duty for training substantiated by orders. Time as a cadet or midshipman at a service academy is creditable. Inactive duty training time is not counted. If you have at least 1 year, 2 months, active duty for training, in addition to your 2 years, 10 months of active duty, you would qualify. Apply to your unit's Consolidated Base Personnel Office. If assigned to the Air Reserve Personnel Center, they will process your request. (AFM 900-3)

I was discharged from the Air Force Reserve, received my orders and a DD Form 256A. To whom should I apply for the wallet size card such as the one I received when released from extended active duty? ◇ ◇ ◇ The documents you received are the only ones issued to Air Force Reservists discharged due to termination of enlistment or expiration of their military obligation. The wallet size DD Form 217-AF or similar card pertained only to members released from extended active duty. Issuance of DD Form 217AF was discontinued March 1, 1967. (AFM 39-10 & AFR 45-43)

I have been transferred to the Retired Reserve Section of the Air Force Reserve. Is my wife entitled to an identification card? ◇ ◇ ◇ Dependents of members of the Air Force Reserve Retired List are not entitled to ID cards. Dependents of active duty personnel and dependents of all Reservists receiving retired pay may apply for ID cards. (AFR 30-20)

Why haven't I received all of the awards and decorations I earned while on active duty? ◇ ◇ ◇ Due to operational or combat conditions, the presentation may have been deferred. If you have not received the awards and decorations for which you are eligible, contact the Consolidated Base Personnel Office which services your unit. If you are not assigned to a unit, forward your inquiry to Air Reserve Personnel Center, Attn: RPCS-5, 3800 York St., Denver, Colorado 80205.

PEOPLE...



Col. William S. Boyd assumed command of the 5th AFRes Region at Selfridge AFB, Mich., on Sept. 18. He had been region's chief of staff since 1963.

Mr. Thomas H. Nielsen was nominated by President Lyndon B. Johnson to become Assistant Secretary of the Air Force (Finance Management). He will succeed the Hon. Leonard Marks Jr., who resigns effective December 31, 1967. ◇ ◇ ◇ Captain Jed T. Orme is the first Civil Reserve Air Fleet (CRAF) navigator to qualify in a C-141 *Starlifter*. He's one of 77 CRAF navigators—all Air Force Reservists—training at Travis AFB, California. ◇ ◇ ◇ Airman Second Class Doug Kato is a dedicated member of the Air Reserve Forces and he can prove it. As an Air Guardsman with the 154th Fighter Gp., Hickam AFB, Hawaii, Airman Kato has never missed a training assembly since joining the unit three years ago. What's more, it costs him $26.40 air fare to get from his home on the Island of Maui to the drill site on Oahu. This is more than he is paid for training. ◇ ◇ ◇ Colonel Robert W. Creamer has assumed command of the 916th Military Airlift Gp., (AFRes) Carswell AFB, Texas. As a civilian he's president of a Fort Worth manufacturing company. Counting service in the European Theater during WWII, Colonel Creamer has chalked up more than 19,000 flying hours in 26 years, equivalent to 792 days in the air. ◇ ◇ ◇ Major Chuck Beasley, a Texas ANG pilot with the 182nd Fighter-Interceptor Sq., Kelly AFB, played an important role in the emergency landing of a crippled

Help Wanted

KEY	UNIT
1.	35th Aeromed. Evac. Sq., Birmingham MAP, Alabama 35212
2.	542nd Medical Service Flt., Maxwell AFB, Alabama 36112
3.	302nd Aerospace Rescue & Recovery Sq., Luke AFB, Arizona 85301
4.	144th Ftr. Gp., 5425 E. McKinley Ave., Fresno, California 93727
5.	415th Medical Service Flt., George AFB, California 92393
6.	938th Military Airlift Gp., Hamilton AFB, California 94934
7.	65th Aeromed. Evac. Sq., Hamilton AFB.
8.	452nd Military Airlift Wg., March AFB, California 92508
9.	303rd Aerospace Rescue & Recovery Sq., March AFB.
10.	24th Medical Service Sq., March AFB.
11.	940th Military Airlift Gp., McClellan AFB, California 95652
12.	421st Medical Service Flt., Orlando AFB, Florida 32813
13.	470th Medical Service Flt., Robins AFB, Georgia 31093
14.	928th Tactical Airlift Gp., O'Hare IAP, Chicago, Illinois 60666
15.	182nd Tactical Fighter Gp., Peoria AP, Illinois 61607
16.	932nd Military Airlift Gp., Scott AFB, Illinois 62225
17.	52nd Medical Service Sq., Scott AFB.
18.	926th Tactical Airlift Gp., Callender Fld., New Orleans, La. 70140
19.	425th Medical Service Flt., Barksdale AFB, Louisiana 71110
20.	459th Military Airlift Wg., Andrews AFB, Maryland 20331
21.	934th Tactical Airlift Gp., Mpls.-St. Paul IAP, Minnesota 55417
22.	47th Aeromed. Evac. Sq., Mpls.-St. Paul IAP.
23.	419th Medical Service Flt., Keesler AFB, Mississippi 39534
24.	442nd Military Airlift Wg., Richards-Gebaur AFB, Missouri 64030
25.	108th Communications Flt., McGuire AFB, New Jersey 08641
26.	109th Military Alft. Gp., Schenectady County AP, New York 12301
27.	428th Medical Svc. Flt., Hancock Fld., Syracuse, New York 13225
28.	302nd Tactical Airlift Wg., Clinton County AFB, Ohio 45177
29.	910th Tactical Airlift Gp., Youngstown MAP, Ohio 44473
30.	937th Military Airlift Gp., Tinker AFB, Oklahoma 73145
31.	479th Medical Service Flt., Vance AFB, Oklahoma 73701
32.	40th Aeromed. Evac. Sq., Portland IAP, Oregon 97218
33.	304th Aerospace Rescue & Recovery Sq., Portland IAP.
34.	512th Military Airlift Wg., Carswell AFB, Texas 76127
35.	473rd Medical Service Flt., Goodfellow AFB, Texas 76904
36.	433rd Tactical Airlift Wg., Kelly AFB, Texas 78241
37.	66th Aeromed. Evac. Flt., Hill AFB, Utah 84401
38.	7th Maintenance Sq., Hill AFB.
39.	449th Medical Service Flt., Hill AFB.
40.	27th Medical Service Sq., Langley AFB, Virginia 23365
41.	11th Military Airlift Spt. Sq., McChord AFB, Washington 98438

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies and the grades indicate the highest grade position available. For information on listed positions, write directly to the unit using oddress given.

Officer

Aircraft Maintenance: (Maj.) 20. (Capt.) 14, 28. (1st Lt.) 24.
Avionics: (Capt.) 20, 29.
Communications: (Capt.) 14.
Construction Engr.: (Capt.) 20.
Flight Nurse: (Maj.) 26. (Capt.) 1, 7, 8, 11, 20, 21, 24, 30, 32, 34, 36. (1st Lt.) 37.
Ground Safety: (Capt.) 14.
Legal: (Maj.) 6.
Maint. Engr.: (Capt.) 10.
Materiel: (Lt. Col.) 6.
Medical Administration: (Maj.) 20, 24, 26, 30, 36. (Capt.) 4, 18, 29, 33. (1st Lt.) 6, 7.
Radiologist: (Maj.) 10.
Security Police: (Capt.) 14.
Supply: (Capt.) 1, 14.
Veterinary: (Maj.) 5, 13, 17, 19, 31. (Capt.) 16.

Airman

Acct. & Finance: (SMSgt.) 6. (TSgt.) 28.
Administrative: (SSgt.) 3
Aeromed. Tech: (TSgt.) 5, 31.
Aerospace Ground Equip. Repair: (SSgt.) 20.
Airborne Radio: (A1C) 9.
A/C Electrical Repair: (TSgt.) 6, 38. (SSgt.) 41.
A/C Maintenance: (MSgt.) 16. (TSgt.) 3, 20, 29. (SSgt.) 38. (A2C) 33.
A/C Radio Repair: (TSgt.) 33.
Airframe Repair: (MSgt.) 38.
Command & Control: (MSgt.) 6.
Communications: (SMSgt.) 6, 25. (A2C) 3.
Cryogenic Fluid Prod. Specialist: (TSgt.) 20.
Dental: (SSgt.) 10.
Disaster Control: (SSgt.) 14, 36.
Education & Trng.: (TSgt.) 33. (SSgt.) 16.
Elect. Power Prod.: (SSgt.) 20.
Entomology: (TSgt.) 6.
Fire Protection: (TSgt.) 36.
Flt. Engr.: (CMSgt.) 20, 24. (TSgt.) 9.
Irvt. Mgmt.: (MSgt.) 6. (TSgt.) 16, 34.
Jet Eng. Mech.: (MSgt.) 38.
Liquid Fuels Sys. Maint.: (TSgt.) 8, 14, 20, 28.
Loadmaster: (SMSgt.) 28. (SSgt.) 29.
Maint. Contr.: (TSgt.) 8, 20.
Material Facilities: (TSgt.) 6.
Mechanical Access. Equip Repair: (MSgt.) 28, 29.
Medical: (MSgt.) 10, 13, 27, 31. (TSgt.) 16, 22. (SSgt.) 5, 7, 11, 17, 19, 32. (A2C) 12.
Medical Admin.: (MSgt.) 11.
Medical Equipment Repair: (SSgt.) 22.
Medical Laboratory: (TSgt.) 5, 31, 35. (A1C) 22.
Medical Material: (MSgt.) 19, 32, 36. (TSgt.) 10.
Military Health: (TSgt.) 5, 31.
Nav. Equip. Repair: (TSgt.) 41.
Operating Room Specialist: (MSgt.) 10. (SSgt.) 13, 22.
Para-Res./Rec.: (SSgt.) 9, 33.
Pavement Maintenance: (TSgt.) 8, 29. (A1C) 28.
Personnel: (TSgt.) 20, 25, 41. (SSgt.) 9.
Pharmacy: (TSgt.) 5, 12, 22, 35.
Plumber: (TSgt.) 8.
Procurement: (MSgt.) 14.
Psychiatric Ward: (MSgt.) 13.
Refrig./Air Cond.: (TSgt.) 8.
Radio Operator: (SSgt.) 25.
Small Arms Instructor: (TSgt.) 14. (SSgt.) 6, 26, 34.
Vet.: (TSgt.) 19. (SSgt.) 5.
X-ray Technician: (TSgt.) 6, 22, 31, 35. (SSgt.) 10.

ANG Technician

(A/C Maintenance Officer, NGC-11) 15.
(Air Ops. Tech., NGC-6) 15.
(Flight Control Systems Tech., NGW-11) 4. AFSC 32550.
(Photo Tech., & Repairman, NGW-11) 15.
(Welder, NGW-11) 15.

Liaison Officer

Air Force Academy Liaison Officer (Part III assignment) to serve high schools in Columbia, Jackson and Union City areas of Tennessee. Write: Liaison Officer Coordinator, 5116 Longacre, Memphis, Tennessee 38128.

commercial jetliner with 98 passengers. The plane had blown a tire on takeoff from San Antonio and headed for Kelly's long, 12,000-foot runway. Beasley flew his F-102 beneath the transport to make a visual determination that a wheels-up landing could be attempted. ◇ ◇ ◇ Brigadier General James E. Fain is the Reserve Forces Mobilization Assistant to the commander of Air Force Communications Service at Scott AFB, Illinois. In civilian life, General Fain is editor of the Dayton (Ohio) Daily News. He succeeds Brigadier General Peter C. Sandretto, who retired last April. ◇ ◇ ◇ Major Charles L. Sullivan, a pilot in Mississippi's 172nd Military Airlift Gp., (ANG) at Jackson, will take office in January as lieutenant governor of his state. Airman First Class Douglas Abraham, also of the 172nd, was elected to the State House of Representatives. ◇ ◇ ◇ Air Force Reserve flight nurse Captain Shirley Engelstad has returned to the 47th Aeromedical Evacuation Sq., at Minneapolis-St. Paul, Minnesota, following two years' leave of absence with the Peace Corps in Brazil. "After three years teaching classes to medical technicians in the Air Force Reserve, I found it easy to instruct hospital workers," Captain Engelstad said, "my notes at Air Force flight nurse school proved very helpful." ◇ ◇ ◇ Air Guardsmen received top honors at the two-week NCO Academy at Hamilton AFB, California in mid-September. Technical Sergeants Joseph H. Briggs (Texas), and Clarence E. Cherry Jr., (Florida), were named *Honor Graduate* and *Class Speaker*, respectively. Senior Master Sergeant Harry M. Y. Awana Jr., (Hawaii), received the *Commandant's Award*. Graduates of the Air Defense Command-sponsored academy totaled 11 *Ready* Reservists and 69 Air Guardsmen. ◇ ◇ ◇ The 90th Aerial Port Sq., Homestead AFB, Florida, was selected as the Military Airlift Command's *Outstanding Air Force Reserve Aerial Port Squadron for 1966*. The unit, previously named for similar honors in the 21st Air Force, is commanded by Major Richard E. Erdlitz.

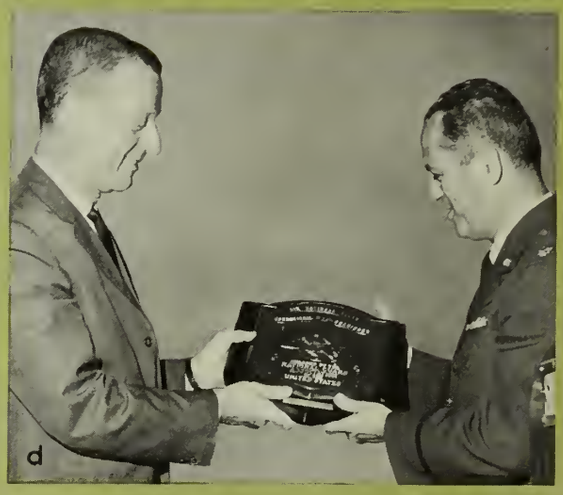
reserve camera

The National Guard Association of the United States recently honored outstanding units and individuals during its 89th General Conference at Washington, D.C. See below











a/ *"Spaatz Trophy" and "ADC Operational Readiness Plaque" to 141st Ftr. Gp., Spokane, Wash. Lt. Col. L.A. Howard (l), comdr., accepts from Maj. Gen. J.F. Cantwell, NGAUS president. Trophy goes to ANG's outstanding flying unit. Plaque is earned for scores in safety, alerts, manning and readiness.*

b/ *"TAC Operational Readiness Plaque" to 140th Tac. Ftr. Gp., Buckley ANGB, Colo. Representing the unit (l-r) Capt. G.L. Glade; Maj. D.F. Dodd; Capt. D.O. Neary; Maj. J.A. Carter; Lt. Col. R.C. Cherry, group comdr.; and Brig. Gen. W.E. Williams, wing comdr.*

c/ *"Communications, Electronics and Weather Operational Readiness Plaque" to 157th Comm. Flt., Pease AFB, N.H. Col. W.H. Hamilton, comdr., 157th, accepts from Gen. Cantwell.*

d/ *"MAC Operational Readiness Plaque" to 166th MAGp., Wilmington, Del. Representative William V. Roth Jr. (Delaware) presents award to Lt. Col. A.A. Poppiti (r), comdr., 166th Support Sq.*

e/ *Representative L. Mendel Rivers (South Carolina), chairman of House Armed Services Committee, steps from rostrum after receiving honorary membership in NGAUS. He addressed opening session.*

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the air reservist

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Is that any way to run an airline?

Public Law 90-168 . . .

WASHINGTON REPORT . . .



The "Reserve Bill of Rights and Vitalization Act" was signed by the President, December 1, and went into effect January 1. Among the significant provisions:

- The new law (P.L. 90-168) establishes the statutory position of Assistant Secretary of the Air Force for Manpower and Reserve Affairs;
- Reduces membership of the Air Reserve Forces Policy Committee from 18 to 15 and permits colonels to serve as members (5 Regular Air Force, 5 ANG and 5 AFRes);
- Creates an Office of the Air Force Reserve to be headed by an officer in the grade of major general who will be selected from Air Force Reserve brigadier generals and above, not on active duty (See News Page 4);
- Authorizes a Selected Reserve within the Ready Reserve consisting of units and, as designated by the Secretary, of individual Reserves. Organization and unit structure shall be approved by the Secretary of Defense. Personnel strength shall be authorized by Congress annually;
- Allows the following unit vacancy promotions: (Air Guard) 340 to major and 250 to lieutenant colonel prior to July 1, 1968 and 300 to major and 220 to lieutenant colonel during Fiscal Year 1969. (Air Force Reserve) 240 to major and 270 to lieutenant colonel before July 1, 1968 and 125 to major and 175 to lieutenant colonel during FY '69. It also authorizes screening "non-unit" Reservists and the removal from active status of those selected as excess to mobilization requirements;
- Permits members of Reserve components to be paid per diem for temporary duty the same as active duty personnel;
- Requires the retention of units in each Reserve component. This precludes any merger of the Air National Guard and Air Force Reserve; and,

The approved bill eliminated Title II, pertaining to a retirement system for National Guard Technicians. This matter will be studied separately.

RAND study . . .

The recently completed Rand Study focused on possible roles and missions of the Air Reserve Forces as a complement to the Regular Air Force in the future. Major mission areas studied in depth were tactical fighter, reconnaissance and surveillance, continental air defense, strategic and tactical (intratheater) airlift, support forces and the manpower pool (basically Reservists not assigned to units). Among the conclusions:

- The associate unit concept might have considerable merit in strategic airlift while it seemed to be less suitable in the tactical mission areas.
- A Mobilization Augmentee Reserve Force does have a potentially useful role. A more positive attitude is needed if the mobilization augmentee training and active duty periods are to be made more productive.
- Tactical airlift, tactical fighter and support missions and continental air defense seem very promising for including Reserves as a significant part of the total force mix. Strategic airlift was categorized as "moderately promising" or better, strategic offensive missions as "not very promising."



New Office for the Air Force Reserve

by Maj. Gen. Richard S. Abbey
Asst. Chief of Staff, Reserve Forces

On 1 January 1968, for all intents and purposes, my assignment as the Assistant Chief of Staff for Reserve Forces will come to an end. The effective date of the *Reserve Bill of Rights and Vitalization Act (H.R.-2)*, now known as *Public Law 90-168*, will terminate the statutory requirement for an Assistant Chief of Staff for Reserve Forces and will bring into being an Office of Air Force Reserve. The two, however, are not synonymous.

AFFRA's mandate gave it policy guidance for both components of the Air Reserve Forces—the Air National Guard and the Air Force Reserve. The new Office of Air Force Reserve will be concerned solely with one component—the Air Force Reserve.

During the past year I have had an excellent opportunity to observe both the Air Guard and the Air Force Reserve from a critical position. As the advisor to the Chief of Staff on Air Reserve Forces matters it has been incumbent upon me to remain completely aware of the Air Reserve Forces in all aspects—what they are, what they mean to our national defense posture, what they can do if called upon. I have enjoyed the privilege of speaking on behalf of the Air Forces' reserve components on many occasions.

My tenure has convinced me that the Air Reserve Forces are not only an integral part of the U. S. Air Force but a most important and strategic back up force. These words have been said before—to my mind they have never been more true.

Today our Air Reserve Forces are better trained, better equipped and more capable than ever before. Without fear of being proven wrong, we can rely upon this back-up resource to augment our Air Force with the necessary talent and expertise should the requirement arise. I have no doubt this capability will continue at its high level into the future.

The new Office of Air Force Reserve will be a focal point at Headquarters, USAF for the Air Force Reserve. The Chief of the office and his staff will work in direct coordination with the Air Staff on policy, roles and missions for the Air Force Reserve and other relative matters to produce for the Air Force and the nation an even more viable reserve resource.

I have found my past year to be a most gratifying experience. Working with the Air Reserve Forces offers one an almost never ending series of varying situations the results of most being very rewarding. Some of these rewards come in the satisfaction experienced when the end of the year totals are developed and it becomes obvious the Air Guard and Air Force Reserve have been out there producing on a daily basis for the Air Force. Production as a by-product of training but production, nevertheless, which means elements of the active force were free to do other things—such as fight a war.

I am extremely proud of the men and women who as *Citizen Airmen* make up our Air Reserve Forces. Your devotion and dedication is inspiring. However, I am aware that your devotion and dedication would not be as effective were it not for the very unselfish "behind-the-scenes" cooperation of your families and of those who employ you in your civilian capacities.

I am pleased to extend the appreciation of the Air Force and of my office to our Air Reservists, your families and your employers for the parts you are playing as a vital element of our Aerospace Team.

I should also like to take this opportunity to wish each of you and your families good health and much happiness in the coming year.

the air reservist

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Air National Guard
Air Force Reserve Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

Maj. Gen. Richard S. Abbey
Ass't Chief of Staff Reserve Forces, USAF

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STAFF WRITERS: **William J. Turner**
SMSgt. Paul E. Collins
MSgt. Joe T. Redden



OUR COVER . . . salutes the officers and men of the 144th Air Transport Sq., Alaska ANG. Flying the Guard's only jet/ski-equipped C-123Js, they are known for their "can do" reputation throughout the Far North. (See page 6)

Address all magazine correspondence, including material for publication, to: **Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, D.C. 20332**

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver, Colorado, 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

The Air Reservist is an official publication of Hq USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U.S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces. Use of funds for printing has been approved by Hq USAF.

The material contained in The Air Reservist is listed in the Air University Periodical Index.



Mr. Harvey Lynn (c), RAND Study Group member, talks with Col. Gerald Hart and Maj. Paul Zinsmeister after briefing attendees at Reserve Officers Assn. November meeting on possible future Air Reserve Forces missions.



Brig. Gen. Tom E. Marchbanks Jr., comdr., 433rd TAWg., has been nominated to be first Chief, Office of the Air Force Reserve.



An F-100 of the New York ANG's 107th Tactical Fighter Gp., Niagara Falls, breaks away from an Air Guard tanker after being refueled during non-stop flight to Alaska to participate in joint exercise "Big Bear II."

news

Gen. Marchbanks nominated for new Reserve post

President Lyndon B. Johnson has nominated Brigadier General Tom E. Marchbanks Jr., to become the first Chief, Office of Air Force Reserve. The post was created by passage of Public Law 90-168 which became effective on January 1, 1968.

The nomination requires the approval of the Senate and will mean a promotion to major general. The office will be located within Headquarters, USAF, Washington, D.C. General Marchbanks' primary responsibility will be to advise General John P. McConnell, chief of staff, USAF, on all Air Force Reserve matters.

General Marchbanks has commanded the 433rd Tactical Airlift Wing, Kelly AFB, Texas, since 1962. The 433rd was the first Reserve unit to earn USAF's *Outstanding Unit Award* which it received for developing the *Slingshot* cargo delivery system.

Act now, attend later, AU officials advise

Want to improve your military education? The Air University (AU) at Maxwell AFB, Alabama, can help. . . . Now is the time to act.

AU conducts three schools which are available to officers of the Air Reserve Forces assigned to a Category "A" unit or mobilization augmentee position.

Classes scheduled for Fiscal Year 1969 are: *Air War College* for colonels and lieutenant colonels (August 14, 1968-May 31, 1969); *Air Command and Staff College* for majors and captains (August 28, 1968-June 7, 1969); and *Squadron Officer School* for captains and lieutenants (September 11-December 15, 1968; January 8-April 12, 1969; May 29-August 2, 1969).

Air Force Reservists must submit applications to Continental Air Command, Robins AFB, Georgia, by February 15, 1968. Normally, applications from Air Guardsmen should arrive at the National Guard Bureau headquarters 90 days before the class convenes.

Unit personnel officers can furnish details and assist in applying.

CAP program features more Reserve tours

A Civil Air Patrol-Air Force Reserve assistance program offers Reservists in some 1,600 communities throughout the nation an opportunity to earn promotion and retirement points.

Under this program, Reservists will teach aerospace education classes, perform administrative duties, maintain property accounts and promote the CAP in the community and to civic groups.

Many of those participating on a year-round basis will be eligible for special tours of active duty during summer months as coordinators for aerospace education workshops and to assist at flying encampments. In addition, some will escort cadets to orientation courses at various Air Force bases, staff a CAP leadership school at Reno, Nevada, and help conduct summer encampments for CAP wings.

Esprit of Reservists cited by General Maroun

"The officers assigned are first rate, the training is effective, and the dynamic atmosphere and esprit of Reservists are evident."

The quote is from a recent letter written by Major General Autrey J. Maroun, USA, deputy assistant Secretary of Defense, Manpower (Reserve Affairs), to Air Force Chief of Staff General John P. McConnell.

During his tenure over the past year, General Maroun had occasion to visit over 25 Air National Guard and Air Force Reserve units throughout the nation with a view toward creating a close relationship and increased mutual understanding between the leaders in the Reserve program and the Department of Defense.

General Maroun also expressed his appreciation for the material assistance he has received in his activity in Air Reserve Forces matters through close and cooperative relationships with Dr. Theodore C. Marrs, deputy for Reserve Forces, USM; Major General Richard S. Abbey, assistant chief of staff for Reserve Forces; Major General Winston P. Wilson, chief, National Guard Bureau; and Brigadier General I. G. Brown, assistant chief, NGB for Air National Guard.



Capt. Jack Slusser, an AFRes nurse (911th MAGp., Pittsburgh) is hoping for another Vietnam tour following graduate work at Univ. of Pennsylvania.



KC-97L aircrews of the Air Guard's 136th Air Refueling Wg., Dallas, Tex., recently flew missions with one of the Air Force's latest and most sophisticated aircraft, the variable sweep wing F-111. "I can see a continued useful service by the KC-97Ls in the future," said Maj. Thomas Wheeler, the pilot of the F-111.



In 1967, about 3,500 Civil Air Patrol planes flew search missions. Behind each were cadets such as these to handle the less glamorous refueling job.

'Air Force Reserve' Day for HemisFair '68

Air Force Reserve Day . . . May 26, 1968.

That's on the schedule for *HemisFair '68*, the first international world's fair to be held in southwestern United States (San Antonio, Texas, from April 6 through October 6, 1968).

The May 26 date represents the 51st anniversary of the activation of the First Reserve Aero Squadron which is recognized as the predecessor of today's Air Force Reserve.

Lieutenant General Henry Viccellio, commander of the Continental Air Command, has appointed Colonel John R. Maney project officer for the *Day*. Colonel Maney is commander of the Fourth Air Force Reserve Region at Randolph AFB, Texas. He will be assisted by Colonel Joe S. Peck, his deputy chief of staff for Logistics.

The objective of Air Force Reserve Day will be to focus attention on the Reserve program; the year-round support Reservists furnish the Air Force and the civilian communities; the many humanitarian services they render; and, to develop an understanding of the significant role Reservists will play in the aerospace age.

Readers are invited to submit any suggestions which may make the occasion successful. Forward them to the Fourth Air Force Reserve Region headquarters, Randolph AFB, Texas 78148.

NEW PAY RATES: *Charts show new pay scales for Reservists in pay status. New rates became effective October 1, 1967. Rates are for one drill pay period or one day of active duty. Blank spaces to the right of figures indicate a duplication of last rate shown.*

AIRMEN

	Less 2	Over 2	3	4	6	8	10	12	14	16	18	20	22	26
						E-9	17.97	18.38	18.81	19.22	19.64	20.04	21.09	23.14
					E-8	15.08	15.50	15.91	16.33	16.74	17.15	17.57	18.61	20.67
				E-7	12.61	13.01	13.42	13.85	14.47	14.88	15.29	15.50	16.54	18.61
			E-6	10.75	11.17	11.57	11.99	12.61	13.01	13.42	13.64			
		E-5	9.10	9.50	10.13	10.54	10.95	11.36	11.57					
E-4	5.93	7.44	7.85	8.47	8.89									
E-3	4.29	5.99	6.41	6.82		W-4	19.73	21.12	22.10	22.89	23.49	24.27	25.07	27.02
E-2	3.54	4.96			W-3	17.16	18.15	18.74	19.34	19.92	20.53	21.32	22.10	22.89
E-1	3.41	4.54		W-2	14.79	15.60	16.19	16.77	17.36	17.96	18.54	19.13	19.92	
E-1 Less 4 mos	3.19		W-1	13.03	13.62	14.21	14.79	15.40	15.99	16.58	17.16	17.76		

WARRANT OFFICERS

OFFICERS

	Less 2	Over 2	3	4	6	8	10	12	14	16	18	20	22	26
with over four years enlisted, active service.			0-3	20.53	21.51	22.29	23.43	24.66	25.26		0-9	58.02	58.02	62.17
			0-2	18.35	18.74					0-8	51.90	53.88	56.05	
			0-1	14.79					0-7	45.59	48.74			
							0-6	29.01	30.00	34.73	36.51	37.31	39.47	42.82
					0-5	24.87	25.65	27.02	28.82	30.98	32.76	33.74	34.93	
				0-4	22.10	23.09	24.66	26.04	27.23	28.42	29.21			
0-3	15.54	17.36	18.54	20.53	21.51	22.29	23.49	24.66	25.26					
0-2	12.45	14.79	17.76	18.35	18.74									
0-1	10.70	11.84	14.79											

Destination: Aniak . . . Eek . . . Nunivak . . . Togiak . . . Taku . . .

Passengers: Military personnel . . . Russian fishermen . . . Eskimo children . . . disaster victims . . .

Cargo: Moose . . . bison . . . reindeer . . . food . . . fuel . . . medical supplies . . .

Is that any way to run an airline?

You bet it is, and this one is more than an airline. It's one of the Air National Guard's most unique units and the pride of Alaska—the 144th Air Transport Squadron, Kulis ANG Base, Anchorage.

What makes the 144th unique? It is the Air Guard's northernmost unit, the only one with an air transport mission, and its aircrews fly the only transport aircraft with auxiliary jet engines and skis in the ANG inventory—the C-123J *Provider*.

In October, the 144th became 15 years old. Through their many humanitarian efforts in this short period, the Air Guardsmen have won the hearts of Alaskans. Special *helping-hand* missions for military, state and Federal agencies also have brought them praise and recognition.

They have helped evacuate thousands of disaster victims; airlifted fuel and supplies to floating ice stations in the Arctic Ocean; rescued crash survivors from an ice floe 500 miles from land; and flown an injured Russian to a hospital.

Their cargo has ranged from reindeer, bison and moose calves to food, fuel and medical supplies. In addition, they have sprayed mosquitoes, investigated erupting volcanoes and spotted missing aircraft and boats.

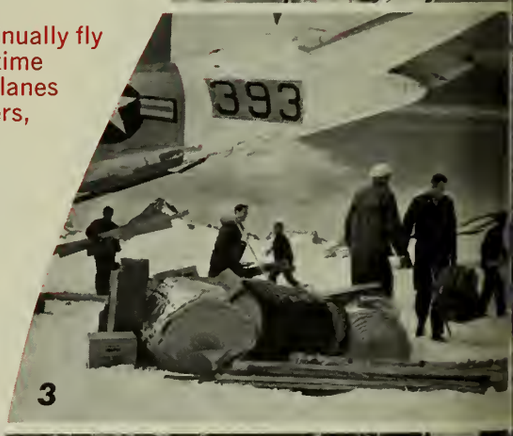
Still fresh in the minds of Alaskans is the disaster relief provided by the Air Guardsmen during the big earthquake of 1964 and this year's wide-spread flooding. (See *The Air Reservist*, October 1967)

Facing challenges has become routine for 144th personnel. They continually fly in 30 to 40 degree below zero weather—more than 50 per cent of the time on instruments. These military *bush pilots* and their ski-equipped planes have landed on unimproved dirt fields, ice floes, frozen lakes and rivers, snow-covered potato patches and glaciers.

But, transporting military men and supplies throughout the frozen northland is the basic mission for the unit's more than 250 officers and enlisted men. Army and Air Force cold weather exercises have played an important role in their training. The C-123J aircrews have airdropped special forces teams of Eskimo Scouts into forward maneuver positions, airlifted soldiers and vehicles to areas inaccessible by land, and evacuated the sick and injured to hospitals.

The unit also has contributed to the war effort in Southeast Asia. Early in 1968, USAF wanted to outfit its C-123s in Vietnam with jet-assist engines and new landing gear. Because they were familiar with jet-equipped *Providers*, aircrews of the 144th got the call to ferry them between Clark AB in the Philippines and the Martin plant near Baltimore, Maryland.


1



3


6

It's a busy schedule for Alaska's Air Guardsmen, but they still find time to play Santa Claus. Each Christmas, they set their skis down on the frozen Andrefsky River with bags of toys, candy and clothing for Eskimo children at St. Mary's Mission. To show their appreciation, the St. Mary's council recently passed a resolution to name the village's first road, *Air Guard Road.*
In the unit newspaper's 15th anniversary edition, acting editor First Lieutenant Kent L. Woodman summed up the cordial relationship between Air Guardsmen and the people: "To the citizens, we're a good neighbor, and to Alaskans everywhere, we're a bloody miracle. Never have we let them down, never have they or this country let us down. It's a good place to have a birthday."



2



4



5

Some of the 144th's activities

1. ferrying C-123s to Far East
2. replacing Santa's reindeer
3. hauling scientific gear
4. clearing snow for takeoff
5. landing on frozen lakes
6. evacuating flood victims
7. transporting wildlife
8. airlifting "Eskimo Scouts"





8

HAVE THE "TOOLS" - W

THE challenge: "I need en route support squadrons. . . . I'd love to have some outfits of that type that I could call up, that were fully knowledgeable, that I could put right on the job."

These were the words of General Howell M. Estes Jr., commander of the Military Airlift Command (MAC). The Air Force Reserve responded.

On July 1, 1966 six Military Airlift Support Squadrons (mobile enroute) were activated at four MAC major aerial ports. They are the 3rd and 4th, Travis AFB, California; 5th, McGuire AFB, New Jersey; 8th, Charleston AFB, South Carolina; and 11th and 13th, McChord AFB, Washington.

Today—just a year and a half later—these fledgling units are nearing the 100 per cent mark in manpower and proficiency.

Each of the squadrons is authorized 16 officers and 149 airmen. Although under the peacetime control of the Continental Air Command, MAC is the gaining command in the event the units are called to active duty, and is responsible for the supervision of their training and inspection. Both commands assign an active duty adviser to each squadron.

During weekends and summer encampments, members of the airlift support units train alongside their active duty counterparts in all phases of aerial port operations. They provide:

Air Terminal Section. Largest in the squadron, this section includes both passenger and air freight services. Passenger service personnel prepare manifests, brief and debrief travelers, work behind flight information desks, process baggage, assist with customs inspections, and attend to the needs of passengers requiring special attention. Air freight personnel prepare shipping documents, airbills and pre-load manifests. They also help load and offload cargo. To accomplish this, they have learned to use such sophisticated equipment as the 463-L automatic cargo loading system and heavy equipment like the rollerized 40-K and self-propelled 25-K loaders.

Maintenance Section. The specialists assigned to this section train to provide maintenance and crash/battle damage repair assistance for aircraft at overseas locations. In addition to performing maintenance on both jet and reciprocating engines, they are able to repair airframes, propellers, electrical and fuel systems, and ground power equipment.

Airlift Command Post. This section is the heart of the Military Airlift Support Squadron. From here, all terminal and maintenance operations are coordinated. Command post personnel maintain an up-to-date listing of all incoming and outgoing planes and inform other sections of any requirements for the aircraft while it is on the ground. They also forward flight plans to other bases. All officers assigned are pilots.

Forward Supply Support Section. Aircraft spare parts and fuel

13th MASSq.: *Post-flight inspection of C-124 by maintenance men.*



8th MASSq.: *Air freight personnel check cargo with manifests.*



3rd MASS
is coordina
en route s



L TRAVEL

are two of the major supply items which must be stocked at an en route or turn-around base. Other items include the necessary maintenance equipment and tools, food, clothing and the many other supplies needed for the normal operation of a base. Requisitioning, storing and issuing such material are the functions of the forward supply section personnel.

Through selective recruitment of skilled personnel, utilization of the Air Force's technical schools and intensive on-the-job training programs, the units were able to make a rapid transition from a small nucleus of key personnel to a well-knit team of specialists. By their first anniversary, the squadrons were making substantial contributions to the MAC mission.

From January through September 1967, Reservists of the 3rd and 4th Squadrons contributed more than 13,400 manhours in support of aerial port activities at Travis, a major terminal in the supply lines linking the United States with the fighting forces in Southeast Asia.

During the Middle East crisis in June, members of the 5th's terminal section played an important role in processing three plane loads of U.S. military dependents who were evacuated from Wheelus AB, Libya. Colonel E. J. Kaminski, commander of McGuire's 438th Aerial Port Squadron, congratulated the Reservists for their high degree of proficiency in processing the evacuees.

At McChord—jumping off point of MAC routes to Alaska, Japan, Korea and Southeast Asia—members of the 11th and 13th made a significant contribution during their 15-day tours of active duty and unit training assemblies. Between January and October, they helped their Air Force counterparts in the movement of about a quarter-million passengers.

During summer encampment in August, transportation personnel of the 11th worked on a 24-hour schedule to reduce the heavy workload. August was the busiest month on record at McChord. At the same time, Reservists in the Maintenance Section also demonstrated their technical know-how. For the outstanding professional support they provided, the unit was presented the *MAC Pride Achievement Award* by the 62nd Military Airlift Wing, the active duty unit at McChord.

In September, the 13th also conducted their encampment at McChord where they worked side-by-side with active duty airmen in the passenger and freight terminals. The 13th's maintenance personnel were given complete responsibility for maintaining and repairing a C-124 *Globemaster* throughout the tour.

Reservists in mobile en route units are proud of their quick rise to maturity and the important assignments the Air Force has entrusted to them.

Their next objective — airlift support at overseas locations.

d post for all ations.



5th MASSq.: *Mechanics are trained to replace engines at forward bases.*



11th MASSq.: *Administrative airmen maintain records of unit personnel*



1/ checking brakes
. . . a 'tireing' job

2/ the Air Guard
. . . in model form

3/ Academy spokesmen
. . . the grass roots

4/ the private war
. . . of Captain Doyle



Does a flat tire make you frown, say nasty things and feel like beating the old buggy with a crowbar? Don't let it. Think instead of the members of the Air Reserve Forces who need seven men, six jacks, four hours and a fair day to pull the tires off a "Globemaster." They don't even wait for flats. Every 400 flying hours maintenance teams must inspect the brakes and that means pulling wheels and tires that stand as high as an average man and weigh about a thousand pounds. And those 400 hours roll around mighty fast when you consider the day-in, day-out support these units furnish to all points along the Military Airlift Command's global routes. This scene of a 911th Military Airlift Gp. C-124 on jacks at the Greater Pittsburgh Airport, Pa., is typical of Air Reserve Forces' expertise.

1

2

Fifty-six planes in the same room . . . and more coming.

But . . . these planes will never fly . . . they are highly accurate scale models of every type aircraft flown by Air Guardsmen since the National Guard first got into the flying business back in '08.

The *priceless* collection was assembled as a joint project of the National Guard Association of the United States (NGAUS) and the International Plastic Modelers Society (IPMS). It is permanently housed in the National Guard Memorial at 1 Massachusetts Avenue, Washington, D. C. The memorial is open to the public every weekday from 8:30 a.m. to 5 p.m.

Models now on display range from a *Henri Farman Biplane II*—flown by New York Guardsmen in 1910—to today's sleek F-104 *Starfighter* and the F-105 *Thunderchief*. All were built on a 1-to-72 scale and wing spans vary in size from 5 inches to 23 inches. An average of 120 hours went into the construction of each plane. Model manufacturers estimate each replica would have cost between $500 and $1,500 if done commercially.

IPMS members from all parts of the world have taken part in the project with two models of *Jennies* coming from as far as Solna, Sweden. When completed early this year, the collection will contain more than 80 models.

Major General James F. Cantwell, president of NGAUS, says the collection not only has significant historical value but also dramatizes the Guard's role in early military aviation and how it set the pace, in many respects, for the regular service.



A scant seven years after the Wright Brothers made their historic flight at Kitty Hawk, N.C., New York Air Guardsmen were flying a Henri Farman Biplane 72 times larger than this model resting on an airman's (size 7) cap. Mr. Carlyle Linskie, a member of the IPMS devoted about 200 hours to building the "airship." Also part of the collection are figures wearing the flight gear of 1910 (l) and present.



3

They get the "word" to the elite of America's high school students: "The Air Force is offering one of the finest educational opportunities available." Who? Air Force Reservists. How? Through the Air Force Academy Liaison program. Today, 10 years after the program was started, 88 Reservists serve as Coordinators, supervising the activities of 1,100 Liaison Officers in small towns and in cities throughout the country. Successful? Of the most recent class to enter the Academy, 86 per cent of the cadets had been counseled by a Liaison Officer. At a recent conference, the attendees selected Cadet Third Class Charles R. Reed to receive an award for outstanding achievement. Col. Edward F. Lundberg (l), coordinator from Detroit, Mich., made the presentation at an Academy football game. Also part of the halftime presentation was a demonstration of falconry by the Academy mascot and its handler Cadet First Class Marion Marshall.

The New Mexico Air National Guard has declared war!

Poor reading comprehension is the enemy and Captain Bruce Doyle is the *good guy*. He is the training officer for the 150th Tactical Fighter Group at Kirtland AFB and also is a doctoral candidate in education.

The enemy's victims are the airmen—many of whom are highly skilled in their jobs—who shatter when it comes to written exams. The captain also blames poor reading habits as a reason for school dropouts and of poor social adjustment.

Captain Doyle's weapons are his knowledge of speed reading, his ability to use modern teaching equipment, and his desire to assist his fellow Air Guardsmen and thereby increase unit combat readiness.

The first *battle* took place during summer encampment. Forty members participated in a nightly, two-hour class. By the end of the two-week tour, some students had improved from 150 to 225 words per minute and had increased comprehension from 60 to 80 per cent.

Though the program is too new to determine its effect on test performances, Captain Doyle and Lieutenant Colonel Fred J. Fink, group commander, are so sure they will improve that the course has been made mandatory for all recruits with marginal reading ability.

4

Capt. Bruce Doyle (r) feels that by improving reading comprehension airmen will find it easier to pass written exams and meet the high readiness standards set by the Tactical Air Command. With the aid of the teaching machine on the table, he also was able to help well-educated members of the unit. This group was able to increase its reading speed from about 350 to more than 600 words per minute and comprehension from about 80 to 90 per cent.



Q&A

OFFICIAL ANSWERS TO FREQUENT QUESTIONS!

I notified you several months ago that I had moved, but my copy of The Air Reservist is still being mailed to my old address. Who goofed? ◇ ◇ ◇ You did. Many readers continue to send us their change of address when they should be notifying their Consolidated Base Personnel Office or the Air Reserve Personnel Center. (See page 3) Our magazine's distribution list is handled by ARPC, therefore, we must forward your notice to Denver. There, your new address is fed into an electronic computer which prints the mailing labels—more than 377,000 for November. These labels are then mailed to our contractor who prints and mails out the magazine. Keeping the records straight is no small job. ARPC must process some 120,000 changes each year.

Reservists who complete 20 satisfactory years are due a certificate guaranteeing that they will receive retired pay at age 60. When will I receive my certificate? ◇ ◇ ◇ Air Reserve Personnel Center has until July 1, 1968 to complete processing the certificates of Reservists now eligible for retired pay when they reach age 60. As Reservists become eligible they must receive their certificates within one year after the date they become eligible. Reservists should *not* write to ARPC requesting a certificate until after July 1, 1968 or until at least one year has passed after achieving retirement eligibility. (P.L. 89-652 and letter, Hq USAF)

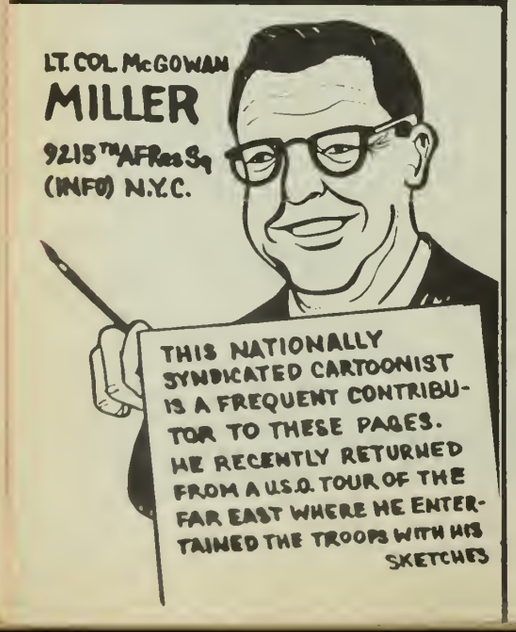
I recently was assigned to the Retired Reserve Section (ZA). Will I continue to receive the Air Reservist magazine? ◇ ◇ ◇ The Air Reservist mailing list includes all officers, whether active, inactive, or retired, and all airmen except those in ISLRS and Retired Reserve Section (ZD). The list is limited only to those who have a good domestic address. Reservists who have a foreign address, are within 90 days of discharge, or are on a restricted mailing list are excluded. All Air National Guardsmen are on the Air Reservist mailing list. (HOI 45-2, HOI 190-2)

If a Reservist is discharged or transfers to the Retired Reserve after he has completed 18 or 19 years, will he be eligible for any retirement pay or privileges? ◇ ◇ ◇ He will not receive retired pay since he must have a minimum of 20 satisfactory years to be eligible. If he is discharged, he will have no military privileges. However, if he is transferred to the *Retired* Reserve he will retain his commission and may continue to use his Reserve identification card. (AFM-35-7)

How many points can I accrue for retirement between July 1, 1968 and my 60th birthday on October 15, 1968? ◇ ◇ ◇ Points may be credited through the last day of the month in which age 60 is attained. The maximum number of inactive duty points that can be credited for this period is 21, which includes 5 gratuitous points. All active duty points earned during this period will be creditable. (AFM 35-7)

Under Section 1331, Title 10, US Code, is the retirement date, my 60th birthday, the ending date of my previous retention year or the last day of the following retention year? ◇ ◇ ◇ A Reservist must be removed from an active status, either by discharge or transfer to the *Retired Reserve Section*, on the last day of the month in which age 60 is attained. Retired pay begins the first day of the month following the month in which age 60 is attained. (AFM 35-7)

PEOPLE...



When Brigadier General James Stewart, AFRes, presented wings to pilot training graduates at Laughlin AFB, Texas, they didn't know if they should salute or ask the famous actor for his autograph. The general was on location for a movie being filmed near the base. ◇ ◇ ◇ Brigadier General Enoch R. Stephenson Jr., former deputy chief of staff, Tennessee ANG, is now Air Force Reserve Mobilization Assistant to General Howell M. Estes Jr., commander, Military Airlift Command (MAC). A former WWII fighter pilot, General Stephenson is vice-president of a Nashville brokerage firm.

Master Sergeant Dale E. Rozema, 927th Combat Support Sq., Selfridge AFB, Michigan, has traveled more than 76,000 miles to record 16 straight years of perfect attendance at unit training assemblies. His goal is to make the 366-mile round-trip for another four years and set a 20-year perfect attendance mark. ◇ ◇ ◇ Russell Schweickart, a former Massachusetts ANG fighter pilot, was named by NASA as a civilian crew member on the first manned flight of the *Saturn 5* moon rocket.

Second Lieutenant Thomas F. Astaldi, 104th Tactical Fighter Gp., Massachusetts ANG, landed the top three awards at the advanced flying training school, Cannon AFB, New Mexico. The awards were: *Top Gun* for aerial gunnery, *Academic Achievement* for class-

See PEOPLE, page 14

'When the Chips are Down'

BIG name stars . . . a supporting cast of thousands . . . tank assaults . . . paratroopers . . . straffing scenes and a gala Washington, D. C. premiere.

Another Hollywood "war" epic? No. It's the National Guard Bureau's new 28-minute documentary color film: "When the Chips Are Down."

Comedian Bob Hope narrates the film which highlights the variety of missions and responsibilities accomplished every day by Army and Air National Guardsmen. Comedienne Phyllis Diller also takes part, as do members of the featured Guard units.

In making the picture, the crew traveled from Puerto Rico to Hawaii, with many stops between. The film shows West Virginia air commandos making night drops of Army Special Forces troops and Rhode Island commandos conducting infiltration exercises. It has scenes taken during exercises *Clove Hitch* in the Caribbean and *Tropic Lightning* in Hawaii. Other footage includes the year-round missions performed by the Air Guard's aeromedical evacuation, air refueling, air defense, tactical fighter and reconnaissance specialists.

Major Ray Simak of the Illinois ANG was the chief photographer. His team included Major Frank Hirons, Massachusetts ANG, and Captain Eddie Anderson, formerly with the Hawaii ANG. Music supervision was provided by Captain Robert F. Brunner, California ANG. Story direction and script coordination were handled by Major James C. Elliott, chief of the National Guard Bureau's office of Public Affairs, assisted by his deputy, Major Warren R. Crofoot.

The movie's title is from a quotation by General Earle G. Wheeler, chairman of the Joint Chiefs of Staff, who said ". . . when the chips are down, the Guard will surmount whatever obstacles confront it and get the job done."

"When the Chips Are Down" was premiered in September during the 89th General Conference of the National Guard Association of the United States.

It will be released shortly for public showings throughout the U. S. It also is scheduled to be shown on the Army's television series, *The Big Picture*, beginning in February and continuing through May.





a/ *"Sergeant" Bob Hope and Majs. Elliott and Simak on location in Caribbean. . . .* **b/** *Filming refueling scenes over Pacific. . . .* **c/** *Puerto Rico ANG's steel drum band caught in the act. . . .* **d/** *Maj. Gen. Winston P. Wilson, chief, NGB, is readied for a "take."*





Help Wanted

KEY — **UNIT**

1. 24th Medical Service Sq., March AFB, California 92508
2. 485th Medical Service Flt., Mather AFB, California 95655
3. 81st Maintenance Sq., McClellan AFB, California 95652
4. 44th Medical Service Sq., Travis AFB, California 94535
5. 458th Medical Service Flt., Patrick AFB, Florida 32925
6. 432nd Medical Service Flt., Tyndall AFB, Florida 32401
7. 34th Maintenance Sq., Robins AFB, Georgia 31093
8. 91st Aerial Port Sq., Chicago-O'Hare IAP, Illinois 60666
9. 52nd Medical Service Sq., Scott AFB, Illinois 62225
10. 426th Medical Service Flt., Scott AFB.
11. 412th Medical Service Flt., Bunker Hill AFB, Indiana 46971
12. 159th Fighter Gp., USNAS, New Orleans, Louisiana 70140
13. 466th Medical Service Flt., England AFB, Louisiana 71301
14. 113th CAMRON, Andrews AFB, Maryland 20331
15. 85th Aerial Port Sq., Hanscom Fld., Massachusetts 01730
16. 401st Medical Service Flt., Hanscom Fld.
17. 905th Military Airlift Gp., Westover AFB, Massachusetts 01022
18. 403rd Tactical Airlift Wg., Selfridge AFB, Michigan 48045
19. 510th Medical Service Flt., Whiteman AFB, Missouri 65303
20. 28th Medical Service Sq., Offutt AFB, Nebraska 68113
21. 89th Aerial Port Sq., McGuire AFB, New Jersey 08641
22. 5th Military Airlift Support Sq., McGuire AFB.
23. 465th Medical Service Flt., Cannon AFB, New Mexico 88101
24. 454th Medical Service Flt., Kirtland AFB, New Mexico 87117
25. 444th Medical Service Flt., Griffiss AFB, New York 13440
26. 431st Medical Service Flt., Niagara Falls MAP, New York 14306
27. 109th Military Airlift Gp., Schenectady Co. AP., New York 13225
28. 429th Medical Service Flt., Stewart AFB, New York 12550
29. 464th Medical Service Flt., Seymour Johnson AFB, N. C. 27530
30. 251st Communications Gp., Springfield MAP, Ohio 45501
31. 10th Supply Sq., Tinker AFB, Oklahoma 73145
32. 479th Medical Service Flt., Vance AFB, Oklahoma 73701
33. 443rd Medical Service Flt., Adair AFS, Corvallis, Oregon 97330
34. 911th Military Airlift Gp., Greater Pittsburgh AP, Pa. 15231
35. 463rd Medical Service Flt., Shaw AFB, South Carolina 29152
36. 496th Medical Service Flt., Bergstrom AFB, Texas 78743
37. 427th Medical Service Flt., Dyess AFB, Texas 79607
38. 32nd Medical Service Sq., Ellington AFB, Texas 77030
39. 423rd Medical Service Flt., Ellington AFB.
40. 147th Fighter Gp., P.O. Box 34567, Houston, Texas 77034
41. 96th Maintenance Sq., Kelly AFB, Texas 78241
42. 480th Medical Service Flt., Webb AFB, Texas 79720
43. 7th Maintenance Sq., Hill AFB, Utah 84401
44. 449th Medical Service Flt., Hill AFB.
45. 27th Medical Service Sq., Langley AFB, Virginia 23365
46. 11th Military Alft. Support Sq., McChord AFB, Washington 98438
47. 941st Military Airlift Gp., McChord AFB.
48. 440th Tactical Airlift Wg., Gen. Mitchell Fld., Wisconsin 53207
49. 509th Medical Service Flt., Warren AFB, Wyoming 82001

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade position available. For information on listed positions, write directly to the unit using address given.

Officer

Air Opns.: (Capt.) 17, 18, 46.
Aircraft Maint.: (Capt.) 3, 7.
Avionics: (Capt.) 48.
Communications: (Capt.) 30.
Construction Engr.: (Capt.) 34.
Dental: (Maj.) 19, 35; (Capt.) 16.
Flight Nurse: (Maj.) 27.
Flight Safety: (Maj.) 18.
Food Services: (Lt.) 30.
Intelligence: (Maj.) 18.
Medical: (Col.) 10, 20. (Lt. Col.) 6, 19, 23, 29, 37, 42. (Maj.) 2, 5, 9, 11, 13, 16, 24, 27, 35, 36. (Capt.) 33, 44, 45, 49.
Medical Admin.: (Maj.) 32.
Motor Veh. Maint.: (Capt.) 30.
Navigator: (Capt.) 17, 34.
Nurse: (Lt. Col.) 9. (Maj.) 2, 20, 27, 36, 39. (Capt.) 1, 5, 6, 11, 13, 16, 19, 24, 28, 32-34, 37, 38, 42, 44, 45, 47, 49. (Lt.) 4, 25, 35.
Pharmacy: (Capt.) 1, 42.
Pilot: (Maj.) 18, 27, 34, 47. (Capt.) 17.
Radiology: (Maj.) 1.
Surgeon: (Maj.) 2, 5, 28, 29, 33, 37, 44, 45, 49.
Veterinary: (Maj.) 13, 24, 27, 28, 32, 33, 39, 44. (Capt.) 16, 34, 47.
Vice Commander: (Col.) 18.

Airman

Acct. & Finance: (TSgt.) 17.
Aeromedical Technician: (TSgt.) 32, 37, 49.
Air Freight Specialist: (SSgt.) 21. (Sgt.) 15.
Air Transportation: (CMSgt.) 8. (MSgt.) 22, 46. (SSgt.) 15, 21.
Aircrew Egress Sys.: (TSgt.) 3.
Aircraft Electrical Repair: (TSgt.) 3, 34. (SSgt.) 46.
A/C Fuels Sys. Repair: (MSgt.) 3. (TSgt.) 18. (SSgt.) 43.
A/C Mechanic: (MSgt.) 31, 41. (SSgt.) 22, 43.
A/C Radio Rep.: (A1C) 48.
Airframe Repair Tech.: (SMSgt.) 7, 31. (MSgt.) 3. (TSgt.) 43. (Sgt.) 41.
Auto Flt. Controls: (Sgt.) 22.
Arm Sys. Maint.: (SSgt.) 41.
Baker: (Sgt.) 30.
Comm. Ctr. Supv.: (SMSgt.) 34.
Comm. & Crypto Sys.: (SSgt.) 30.
Cook: (TSgt.) 18. (SSgt.) 20, 30.
Comd. Post Spec.: (TSgt.) 22.
Dental: (SSgt.) 1.
Fire Protection: (A1C) 18.
Flight Engineer: (MSgt.) 17, 34.
Jet Mechanic: (Sgt.) 43.
Medical: (SMSgt.) 9, 38. (MSgt.) 1, 19, 24, 30, 32, 47. (TSgt.) 20. (SSgt.) 4, 34.
Medical Administration: (TSgt.) 10, 30. (SSgt.) 4.
Medical Lab: (MSgt.) 26. (TSgt.) 23, 32, 33, 48, 49.
Medical Materiel: (TSgt.) 1, 26. (SSgt.) 4.
Nav. Equip. Rep.: (TSgt.) 46, 48.
Operations: (SMSgt.) 18.
Operating Room: (MSgt.) 1. (SSgt.) 23, 25. (Sgt.) 39.
Personnel: (TSgt.) 46. (A1C) 30.
Pharmacy Specialist: (TSgt.) 9, 10, 25, 35, 39.
Radiology: (TSgt.) 10, 16, 23, 32, 37, 47. (SSgt.) 1. (Sgt.) 49.
Refrig. & Air Cond.: (Sgt.) 30.
Security: (SSgt.) 18.
Small Arms Instr.: (SSgt.) 27.
Stand. Supply Computer Operator: (MSgt.) 31.
Supply: (TSgt.) 41. (SSgt.) 8.
Vehicle Dispatcher: (SSgt.) 30.
Vehicle Operator: (Sgt.) 30.
Telephone Equip.: (SSgt.) 30.
Weapons Control Specialist: (TSgt.) 3. (Sgt.) 43.

ANG Technician

(Aircraft Mech., Jet Ftr., NGW-10) 14. AFSC 43151/71C.
(Airframe Repair Tech., NGW-11) 14. 42152/72.
(Auto Flight Control Sys. Tech., MG-10, NGW-11/12) 12. 325XOA.
(Flight Simulator Tech., F-102A, NGW-11) 12. 34250/70.
(Hydraulic Tech., NGW-11) 14. 42152/72.
(Missile Guidance Systems Tech., NGW-11) 40. 316X1L.
Munitions Disposal Tech., NGW-13) 14. 46470.
(Weapons Mech., NGW-10) 14. 46250/70.
(Weapons Control Systems Tech., MG-10, NGW-11/12) 12. 322X1F.
(Welder, NGW-11) 14. 53250/70.

Civil Air Patrol

Air Force Reserve officers are needed as instructors for CAP cadets in the Sacramento area and Travis AFB, California. Grades 2nd Lieut. - through Lt. Col. are desired in all specialties. Interested officers contact: Major Francis G. Stoffels, AFRes, 504 Vine Way, Roseville, California 95678.

PEOPLE from page 12

room work and *Outstanding New Fighter Pilot* for all-around abilities. ◇ ◇ ◇ Colonel James D. Beall, has returned to active duty with the Assistant Chief of Staff for Reserve Forces in the Policy and Plans Division. He is the former commander of the 304th Aerospace Rescue & Recovery Sq., Portland, Oregon.

Twenty-two outstanding airmen, representing each major command and separate operating agency, will be honored by the Air Force Association at its national convention in Atlanta, April 3-5. Air Force requires the nominations by January 31, 1968. ◇ ◇ ◇ Six father and son combinations at the 193rd Tactical Electronic Warfare Gp., Olmsted State Airport, Pennsylvania, have topped the four previously reported combinations in the 904th Military Airlift Gp., Stewart AFB, N.Y. ◇ ◇ ◇ The 134th Consolidated Aircraft Maintenance Gp., McGhee Tyson Air Base, Knoxville, Tennessee, has concluded its special volunteer program called *Toys for Tots*, headed by Chief Master Sergeant Kenneth L. Ford. Thanks to the Tennessee Air Guardsmen, about 425 children were able to enjoy a happy Christmas.

When Ruth L. Kalies of the 941st Military Airlift Gp., McChord AFB, Washington, was promoted to senior master sergeant, she became one of only 16 women to earn that grade in the Air Force Reserve. ◇ ◇ ◇ Seven California Air Guardsmen at Van Nuys have earned the state's *Commendation Ribbon* for being honor graduates of their respective technical specialist schools. They are Sergeants Henry Harter and Ernest Wheelden and Airmen John Felix, Alan Nelson, Stephen Sherman, William Gershon and David Sato. ◇ ◇ ◇ Lieutenant Colonel Phil W. Garrison recently returned to active duty after nearly 13 years, the last 10 of which were spent as editor of the Lancaster (California) *Ledger-Gazette*. Colonel Garrison is assigned to the Office of Information, Secretary of the Air Force, as chief of Reserve Forces Liaison.

How They Bell The "Cat"

The high-flying WU-2 leveled off at about 70,000 feet and went looking for trouble.

Far below were the rugged mountain ranges of Alaska and a specially trained HC-97 crew of Air Force Reserve's 305th Aerospace Rescue and Recovery Squadron.

The WU-2 pilot was on an unusual mission . . . *operation HICAT*. His job was to fly at altitudes of 40-70 thousand feet in search of a weather phenomenon known as clear air turbulence. This condition can be so severe as to seriously damage or destroy an aircraft flying through it. During one encounter, more than 400 rivets were torn loose from a wing of the WU-2.

One of the reasons for the test is to learn as much as possible about this hazard since America's future supersonic transport (SST) planes will fly at such altitudes.

The first of the *HICAT* series of tests took place over Puerto Rico. The Aerospace Rescue and Recovery Service—a branch of the Military Airlift Command—asked that the Reserve rescue specialists be given the supporting job.

The task fell to members of the 305th Squadron at Selfridge A F B, Michigan. They were on the scene to make sure that the WU-2 pilot was rescued if he had to eject, and to furnish navigational support.

The unit recently converted from the HU-16 *Albatross* to the HC-97 *Stratorescuer*. They did such a professional job in Puerto Rico that the test group commander asked that they be permitted to continue participating in the program. As a result, the 305th crews also have flown *HICAT* missions in England, Alaska and Panama. The most recent tests were conducted from Howard AFB in the Canal Zone.

HICAT missions are a team affair involving Regular Air Force personnel, civilian technicians and Reservists.

Weather specialists of the Lockheed Aircraft Corporation—prime contractor for the SST—forecast the possible location and altitude of the turbulence. Based on this information, the Reserve navigator plots the course and relays the data to the WU-2 pilot.

While flying the rescue patrol, the Reservists also search for other areas of turbulence and continually furnish the WU-2 pilot up-to-the-minute navigational instructions. Frequently the Reserve navigator will have to plot separate courses due to severe thunderstorms the HC-97 must dodge but which do not affect the WU-2.

On one occasion, the WU-2 pilot lost the use of his navigational equipment and was completely dependent upon the Reserve navigator to lead the way home.

Flying *HICAT* missions is a source of great pride to members of the 305th. Lieutenant Colonel John C. Riley, commander of the squadron, points out that in addition to augmenting MAC, participation in the program has done much to increase the professionalism of the aircrews.

An incident in Panama demonstrates the dedication and capability of the Reservists. On a routine mission, the HC-97 was struck by lightning and one of its propellers was damaged. The next mission was barely 36 hours away.

Rather than postpone the flight, an urgent call was made to Selfridge AFB. Immediately, Reservists were notified at their homes, a crew formed and a plane airlifted the replacement prop and a maintenance specialist to Howard AFB.

By 3 o'clock on the morning of the next *HICAT* mission, the prop was installed and the plane flight-tested.

"We didn't think of it as anything special," said Major David C. Cutshall, the navigator. "There was a mission to fly and we had to be ready, that's all."



Maj. William Guillou, C-97 pilot, awaits take-off signal prior to HICAT mission from Canal Zone.



The 305th's HC-97 and the WU-2 in Alaska. Other missions took Reservists from Panama to England.

reserve camera









a/ SSgt. J. Lund explains dos and don'ts of wearing parachutes. Listeners were among the 17 blind students from the Braille Institute who toured ANG's 146th MAWg., Van Nuys, Calif. . . . **b/** *Lt. Col. George E. Hoffman (Santa), director of USAF-Boy Scout Liaison program at Continental Air Command, has entertained more than 700,000 children since 1944. Among this year's group are Lisa Bates and Guy Pickett. . . .* **c/** *Charter members of the Indiana Air Guard recently received awards for 20 years service. (l-r) Brig. Gen. William Sefton, Cols. Robert Horman and Ralph Spencer, Lt. Col. Joseph Andrews, CMSgts. James Cox and Wayne Koontz, SMSgt. Lamberto Mickelini and TSgt. James Uebelhoer. . . .* **d/** *Forty ROTC cadets (Duquesne Univ.) toured the AFRes' 911th MAGp., Pittsburgh, Pa. They were briefed on the airlift mission of the C-124 unit. (l-r) Capt. Lawrence Burkhardt; Cadets John Gregor and Richard Julian.*

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OPERATION HAYLIFT

WASHINGTON REPORT...





Clifford



Fitt

On January 25, President Johnson ordered more than 14,000 members of the Air Reserve Forces to extended active duty. They reported by midnight of January 26, with a better than 98 per cent response.

The President invoked the authority vested in him by the 1967 Defense Department Appropriations Act which provides that, "until June 30, 1968, a president may, when he deems it necessary, order to active duty any unit of the ready reserve of the armed forces for a period not to exceed 24 months." The Hon. Phil G. Goulding, assistant secretary of Defense (Public Affairs), stated that the call up was recommended by the Joint Chiefs of Staff and the Secretary of Defense as, "a precautionary measure to strengthen our forces."
It was the first time that members of the Air Reserve Forces have been mobilized since the Cuban crisis of October 1962, when the units were retained on active duty for one month.

Last months order affected 9,343 Air National Guardsmen and 4,855 Air Force Reservists. Among them were five wing commanders: Brigadier Generals Willard W. Millikan, 113th Tactical Fighter Wg., Andrews AFB, Maryland; Walter E. Williams, 140th TacFtrWg., Buckley ANGB, Colorado; Jack H. Owen, 123rd Tactical Reconnaissance Wg., Shewmaker ANGB, Kentucky; George H. Wilson, 445th Military Airlift Wg., (AFRes), Dobbins AFB, Georgia; and Rollin B. Moore, Jr., 349th MAWg., Hamilton AFB, California.

In addition to wings, the following units were activated:
Air National Guard tactical fighter groups (F-100s): 113th, Andrews; 177th, Atlantic City, New Jersey; 107th, Niagara Falls, New York; 121st Lockbourne AFB, Ohio; 140th, Buckley; 184th, McConnell AFB, Kansas; 185th, Sioux City, Iowa; and 150th, Kirtland AFB, New Mexico.
Air National Guard tactical reconnaissance groups (RF-101s): 123rd, Louisville; 189th, Little Rock AFB, Arkansas; and 152nd, Reno, Nevada.
Air Force Reserve military airlift groups (C-124s): 918th, Dobbins; 904th, Stewart AFB, New York; 938th, Hamilton; 921st, Kelly AFB, Texas; and 941st, McChord AFB, Washington. The Air Force Reserve's 305th Aerospace Rescue and Recovery Sq., Selfridge AFB, Michigan, also was mobilized. The unit is equipped with the HC-97 "Stratorescuer."

Public Law 90-168....The "Reserve Forces Bill of Rights and Vitalization Act" became effective January 1. Briefly, it strengthened Reserve Forces management; authorized a Selected Reserve within the Ready Reserve; provided for unit vacancy promotions (Maj. and Lt. Col.); and approved per diem for personnel on short tours away from home.

Management Mr. Clark Clifford, a prominent Wash., D.C., lawyer, was nominated by President Johnson to succeed Secretary of Defense Robert S. McNamara....effective about March 1....On January 1, the Assistant Secretary of Defense for Manpower, the Hon. Alfred B. Fitt, became the assistant secretary of Defense for Manpower and Reserve Affairs. The new law also created two new civilian positions: a Deputy Assistant Secretary of Defense (Reserve Affairs) and Assistant Secretary of the Air Force (Manpower and Reserve). It also created the office of Chief of Air Force Reserve (AFCOR) and removed the statutory requirement for an Assistant Chief of Staff for Reserve Forces. The new office will be involved in policy, roles and missions for the Air Force Reserve.



C-141

new planes . . . new training concept

THE Air Force Reserve is on the threshold of "a new era . . . a new dimension to our *Ready Now* posture." This is the forecast of Lieutenant General Henry Viccellio, commander of the Continental Air Command. It is based upon two major events: activation of the first two groups to function under the *Associate Unit* concept, and introduction of the C-130 *Hercules* into the Reserve inventory.

Devised by the Military Airlift Command (MAC), the *Associate Unit* idea may revolutionize the system of training and utilization of airlift units of the Air Reserve Forces. Equally significant, it is expected to provide MAC a source of manpower which it needs to get the most productivity from its all-jet combat airlift force.

Next month the 944th Tactical Airlift Group, currently located at March AFB, California, will be redesignated the 944th Military Airlift Group (Associate) and move to Norton AFB, also California.

Colonel Richard P. McFarland, of the 452nd Military Airlift Wing, March AFB, has been named commander of the new unit.

In the transition, the unit will lose its C-119 *Flying Boxcars*. At Norton, the Reservists will be attached to the 63rd Military Airlift Wing and learn to fly and maintain MAC's most modern plane, the C-141 *Starlifter*.

The group will be authorized 429 Air Force Reservists (69 officers and 360 airmen); 119 of these will be Air Reserve Technicians. There also will be 12 civilian positions.

The second group designated to convert from tactical to military airlift as a C-141 *Associate* unit is the 939th TAGp., Portland IAP, Oregon. This summer the unit will terminate C-119 operations and relocate at McChord AFB, Washington. The 939th Military Airlift Group (Associate) will be assigned to the 62nd Military Airlift Wing for training and will utilize that wing's aircraft and equipment. It will be authorized 428 drill pay spaces and 13 civilians.

General Howell M. Estes Jr., commander, MAC, stressed the significance of the Reserve support: "The productivity potential of the new all-jet combat airlift force is greater than can be achieved by our assigned personnel. At the same time, the present substantial airlift contribution of the Reserve Forces, now equipped with prop-driven aircraft, will in the future constitute a relatively insignificant part of total force productivity. Therefore, a most practical mission for the Reserve Forces is the use of the highly skilled resources in flying and maintaining the equipment of active MAC units.

"Based on the current outstanding performance of the Reserve Forces airlift units, we are confident that by their participation in the *Associate* program we can upgrade our capability to meet the nation's airlift requirements, both now and in the future. It is, in fact, the only way in which the full potential of our aircraft can be attained."

Recruiting for the 944th already has commenced. Prior service personnel, especially aircrew and ground maintenance with previous jet or MAC experience, are desired. Initial interviewing is being conducted at March AFB. Information may be obtained by writing: 452nd Military Airlift Wg. (DO), March AFB, Calif. 92508.

The second major transition also will occur in March with the establishment of a *Hercules*-equipped tactical airlift group and a combat crew training squadron at Ellington AFB, Texas.

The 924th Tactical Airlift Group of the 446th Tactical Airlift Wing will convert from C-119s to the C-130 turboprop transports.

The 924th's sister group, the 925th, will be deactivated except for its 705th Tactical Airlift Squadron which will handle the crew training mission.

The 705th will instruct other Reservists and Air Guardsmen slated to transition into C-130s, as well as active duty crews of Tactical Air Command (TAC).

The school will train approximately 60 crews a year. Each session will include five crews, each consisting of a pilot, copilot and flight engineer. The squadron will be manned by 24 officers and 130 airmen in Air Reserve Technician status, and 18 civilians. They will use the eight C-130A aircraft of the 446th for training during the week, in addition to a flight simulator to be located at Ellington.

According to General Viccellio "The long-range, high-speed C-130s . . . will provide a new dimension to our *Ready Now* posture. As the key assault airlift of Tactical Air Command's airlift force, the C-130 *Hercules* provides the *Long Arm* of tactical deployments worldwide . . ."



C-130A

news


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d


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a/ *Col. Richard P. McFarland (l) will command the first AFRes group to function under Associate Unit concept when it is activated at Norton AFB, Calif. in March. Reservists will train in C-141s of MAC's 63rd MAWg., commanded by Brig. Gen. Gilbert L. Curtis (r).*

b/ *Sixteen former NATO RF-84Fs are being reconditioned for the ANG. Col. Larry A. Doyle (l), acting comdr., 117th Tac Recon. Wg., Birmingham, Ala., was greeted by Maj. Gen. G. Reid Doster, comdr., Ala. ANG, after test flying one of the reconnaissance jets.*

c/ *A record holder. . . . The 459th MAWg. believes it has one in Amn. Steve Giannakis. It took just 81 days for the Andrews AFB, Md., Reservist to complete his Career Development Course requirements and pass his 3 and 5-level tests. Normal time is about 20 months, and a CAC waiver is required for Giannakis to be awarded a 5-level. He credits his achievement to help from his supervisor, SMSgt. Donald Spinelli (r).*

d/ *CMSgt. Thomas W. Anthony (r), ANG's "Outstanding Airman," supervises the preparation of food for 113th Tac. Ftr. Wg. personnel with the help of Bertie Bowman, former Air Guardsman.*

e/ *MSgt. Daniel A. Goss, 911th MAGp., was the Air Force Reserve's choice to be its "Outstanding Airman." His leadership, job performance and interest in community affairs helped earn him the title.*

Streamlined pay system for Reserve Forces

Computerized pay is here . . . and you'll receive your first check under the new system in February.

The Air Force Accounting and Finance Center (AFAFC) at Denver, Colorado, implemented a new automated pay system on January 1, for about 85,000 Air National Guardsmen and 55,000 Air Force Reservists. Under the centralized system, pay records are maintained on magnetic tape by AFAFC and the checks mailed from Denver.

Inactive duty payrolls and active duty for training vouchers will be computed and paid monthly by AFAFC. Temporary duty payments for active duty for training will continue to be paid at local levels. Those on active duty tours for 30 days may elect to receive payment once or twice monthly.

Tested extensively last year, the new pay procedure is the first of its kind in the Air Force. A similar system for all active duty personnel, the Joint Uniform Military Pay System, is slated for 1969.

Air Guard and Reserve's top airmen for 1968

Willingness to serve, leadership and job performance have again produced the two Air Reserve Forces *Outstanding Airmen*. They are Chief Master Sergeant Thomas W. Anthony for the Air National Guard and Master Sergeant Daniel A. Goss for the Air Force Reserve.

They will join representatives of other major commands as honored guests of the Air Force Association during its national convention in Atlanta, Georgia, April 3-5.

Sergeant Anthony, a food service superintendent for the 113th Combat Support Squadron, enlisted in the National Guard in 1954 and served an extended active duty tour in 1961-62 during the Berlin crisis.

He is credited with numerous accomplishments including devising an improved on-the-job training program and maintaining high efficiency and quality of food service in the Andrews AFB, Maryland, dining hall.

Sergeant Goss is an air operations supervisor with the Air Force Reserve's 911th Military Airlift Group, Pittsburgh, Pennsylvania. He joined the unit in 1966 while it was converting from C-119s to C-124s. During the transition, he formulated a training program for air operations specialists and was active in the reorganization of the unit's command post.

He is a qualified Air Force Traffic Controller and Weather Observer. A member of the Fayette County Aviation Authority, he possesses a current Federal Aviation Administration Controller certificate with two senior ratings

Newest support unit to augment MAC

Another Air Force Reserve military airlift support squadron, (mobile enroute), will come into being next month at MAC's Norton AFB terminal, California.

It will be the seventh such Reserve unit augmenting the Military Airlift Command (MAC). Each unit is authorized 165 Reservists who train to provide enroute and turn-around facilities for MAC planes along new emergency air routes. The mission requires specialists to handle maintenance, airlift command posts, terminal services and supply. (See Dec. '67-Jan. '68, *The Air Reservist*)

These Reservists also support active duty Air Force units while training. Last summer, for example, the 5th Military Airlift Support Squadron was able to assist their active duty counterparts at McGuire AFB, New Jersey, when their workload increased due to the evacuation of U.S. citizens from the Middle East.

In addition to the Norton and McGuire units, other squadrons are located at Travis AFB, California (two units); Charleston AFB, South Carolina; and McChord AFB, Washington (two units).

Busy year ahead for Civil Air Patrol cadets

A greater variety of programs and objectives. That's what 1968 holds for Civil Air Patrol cadets.

There are 11 programs on the agenda—some are new, others expanded or modified.

Expanded activities include flight instruction for 210 cadets in the annual summer program, an increase of 22 over 1967. Half this number will receive four weeks of training leading to qualifications for Federal Aviation Administration private pilot's certificates. The rest will receive training to solo.

FAA-CAP pilot upgrading at the FAA Academy, Oklahoma City, affects some 50 CAP instructors.

In July-August, 400 cadets will attend a CAP Cadet Leadership School at Reno-Stead AP, Nevada, and some 200 others will participate in an expanded International Air Cadet Exchange.

Cooperation from Air Training Command officials has led to a series of one-week Advanced Jet Familiarization courses at USAF bases.

About 50 female cadets will get specialized training at Air University's Aerospace Age Orientation course this summer at Maxwell AFB, Alabama.

Some 200 senior members will attend a CAP Staff College this summer, also at Maxwell. The goal is to demonstrate CAP leadership and instruction and provide uniformity at all command levels.

In Aerospace Education and Sciences, 66 four-year scholarships and one-year grants amounting to $39,000 are available to CAP seniors and cadets.

Another program offers Air Force Reservists in some 1,600 communities an opportunity to earn points toward retirement. Already underway, the program needs from 700 to several thousand Reservists.

Best photos can talk cash in NGB contest

Camera bugs—hark ye! The National Guard Bureau's nationwide photo contest is underway.

The contest, cosponsored by the National Guard Association of the U.S., started January 1 and will end at midnight, September 8. Top prize is $150. The objectives of the contest are to afford recognition of individual efforts and to enable the sponsors to update and enlarge their photographic libraries. It also provides the National Guard Bureau with a greater selection of photos to meet requirements of information media representatives.

Entry blanks and rules may be obtained from unit information officers or state adjutants general.

AFRes career retirement program to be implemented

Included in the "Reserve Forces Bill of Rights and Vitalization Act" is authorization for the Air Force to establish a selection board to review the records of non-unit Reservists (*Ready* and *NARS Standby*) in grades of lieutenant colonel and major as a means for implementing a planned Reserve career retirement program. Administrative procedures for this are now being formulated.

The procedure endorsed by the Air Reserve Forces Policy Committee at their 41st meeting in October 1965 as a management program with no reflection upon the individual, will help reduce overages in those grades and make room for younger officers to assume greater responsibilities in the continued development of a combat ready Air Force Reserve.

The only officers to be selected for consideration will be those who already have completed at least 20 satisfactory years, making them eligible for retirement pay at age 60. Selectees will be notified by mail prior to consideration and will be given the opportunity to voluntarily request transfer to the Retired Reserve or to present reason for retention.

Transfer from active status will become effective the first day of the seventh month following Secretarial approval of the Board's proceedings. The Selection Board, which will be convened at the Air Reserve Personnel Center, will include as members officers of the Air Force Reserve.

OPERATION HAYLIFT

by Major Margaret B. Layne
9341st Air Reserve Squadron (Info)











a/ Air crews of Arizona ANG's 161st MAGp., Phoenix, airdropped some 400 tons of hay to ranchers. . . . *b/* Col. Merle Larson of AFRes' 452nd MAWg., March AFB, Calif., consults with Hopi guide Harvey Payella and Navajo spotter Ned Hatathli on areas for haydrops. Col. Larson was mission commander for entire "Haylift II" operation. . . . *c/* Reservists of 440th TAWg., Milwaukee, Wisc., receive drop zone information from Maj. James MacAdoo (r), 452nd operations officer. (l-r) Maj. Donald E. Haugen, Lt. Col. Earl W. Steinke, Maj. Jack R. Mathews, Col. Leonard Dereszynski, Capts. James C. Wahleithner and Wayne L. Freeman. . . . *d/* Air Force and Reserve rescue and recovery specialists at Luke AFB, Ariz., worked as team during relief operations. Lt. Col. Winfield MacFarland, comdr. of active duty unit, plans a mission with Maj. Troy Rhodes, 302nd ARRSq. . . . *e/* Fresh meat is unloaded from a C-54 of Colorado Air Guard's 140th Tac. Ftr. Gp., Denver.



Indians in remote areas informed crews of their needs by stomping out signals in the snow—a large circle for hay and an "X" for medical help.

JUST as a bright star many years ago brought hope to our first Christians, another bright star riding a pair of silver wings brought renewed hope to hundreds of our first Americans.

Arizona's worst blizzard in 20 years hit in mid-December, covering half the state with a white blanket ranging in thickness from 20 inches on the southern border, to 81 inches in the heart of the Hopi and Navajo Indian Reservations. All surface traffic came to an abrupt halt. Cattle, sheep and horses, on three million acres of winter range, stood belly-deep in snow, unable to scratch through to the vegetation beneath them.

The humans in the area were far better prepared for the emergency. Only a small percentage of the people were without sufficient food, fuel and shelter to carry them through until the roads would be cleared.

But with the livestock, the situation was critical. The basic economy of the Hopi, Navajo, Hualapai, and Apache tribes in Arizona was at stake.

State officials and Indian agents asked the Air Force to assist with a gigantic haydrop. *Flying Boxcars* are ideal for such a mission, and the C-119s are flown by Air Force Reserve personnel. Would the Reservists volunteer time from their civilian jobs . . . time from their homes and families at Christmas?

They would . . . and they did. The 452nd Military Airlift Wing from March AFB, California, sent 77 officers and airmen in six C-119s led by Colonel Merle E. Larson who served as mission commander for *Operation Haylift II*. They operated out of Luke AFB, near Phoenix, as this part of the state was completely free of snow. From December 16 to 20, the the six *birds* from California flew two sorties each per day, dropping about five thousand pounds of hay per plane, per sortie, on the Hopi and Navajo winter range.

I arrived at Luke on December 19—just in time to climb aboard a C-119 about to fly the first hay into the Navajo Reservation.

As the drop zone approached, our Indian spotter pointed out the white blobs of hogans, barns and corrals—and the search for hungry livestock began. We cruised at about 300 feet, dipping in and out of ravines like an overstuffed eagle. The back doors of the aircraft were opened — freezing winds blew fragments of hay into our faces—and the kick-offs began. One of the volunteer hay pushers became violently airsick and I took his place, helping shove the big bales back toward the two loadmasters stationed one at either door.

After minutes that seemed hours, the last bale was kicked out and we headed back toward Luke. It was heartbreaking to have to pass over the people who had not been scheduled for hay that afternoon. We could see them clearly; some standing waist deep in the snow waving shirts, towels, anything to indicate their need. We dipped our wings to acknowledge that we had seen them and that someone would be back. Man was pitting his puny wings against time — and time was winning, as far as I could see.

situation critical

As of Thursday night (December 21), a total of 230 tons of hay had been dropped. Another 600 tons, at least, was needed. The call went out for more C-119s and more Air Reservists to man them. The original six aircraft from March were joined by C-119s from these Tactical Airlift units: 939th Group, Portland, Oregon; 446th Wing, Ellington AFB, Texas; 433rd Wing, Kelly AFB, also in Texas; 440th Wing, Milwaukee, Wisconsin; 926th Group, New Orleans, Louisiana; and 908th Group, Brookley AFB, Alabama.

The next few days passed in a white blur of activity. I became acquainted with the work of the 302nd Aerospace Rescue and Recovery Squadron, a Reserve outfit based at Luke, and one which had carried an extremely heavy workload since the emergency began. These Reservists, headed by Lieutenant Colonel Victor M. Coale, are all volunteers from the Phoenix area. Their aircraft, the HU-16 *Albatross*, can land on sea, snow or solid ground. They flew spot cover for the helicopters, transported machinery, tractor parts, food, medical supplies and blankets, and ferried large numbers of people picked up by the choppers, to medical aid centers outside the stricken area.

The 302nd works very closely with Detachment 15, Western Aerospace Rescue and Recovery Center, an active duty helicopter unit at Luke.

Everything these men—both Regulars and Reservists—accomplished was merely routine according to them.

There's nothing glamorous about kicking hay to starving animals, dropping parcels of food and medicine to needy humans, or even rescuing stranded people. It's damned hard work, but I got the feeling that every man involved—Indian, white, black, Regular or Reservist—would not only stick to the frozen end, but would do it all over again if the need arose. And Christmas came and went for most of us with only a ham sandwich and a cheery greeting from the cook at the base operations snack bar.

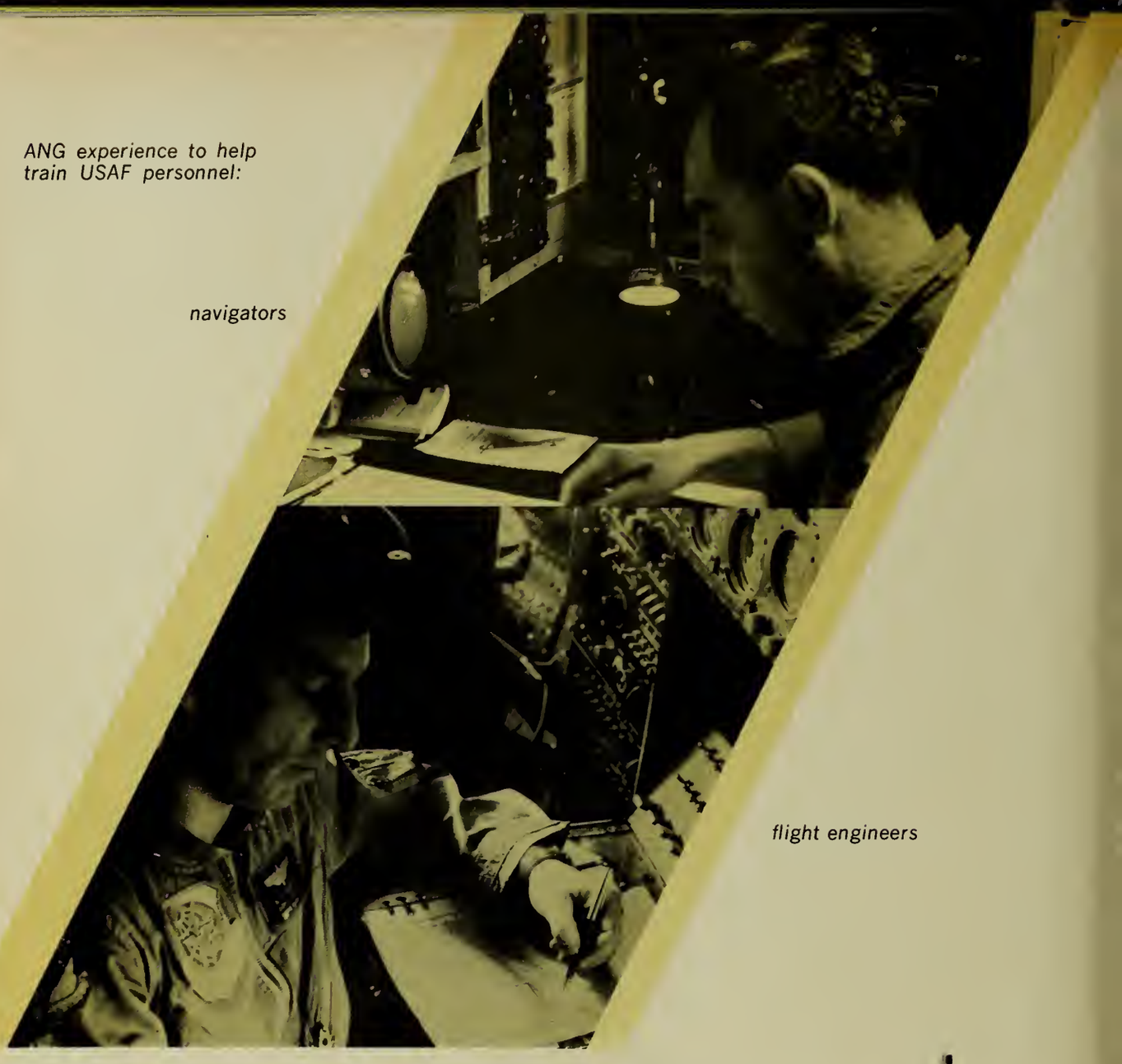
The day after Christmas, we knew we had won. The weather had held long enough for most of the main roads to be cleared.

During *Haylift*, the Reserve C-119s dropped 858 tons of hay in 161 sorties. Man had at least accomplished a slender victory in his fight with the elements.

See HAYLIFT, page 15

ANG experience to help train USAF personnel:

navigators



flight engineers



pilots for EC-121R

the 'Can Do' spirit

THE Air Guard has done it again . . . they answered, "Can do," when the Air Force asked if they could handle another important training assignment.

About a year ago, active duty members of the Air Defense Command (now Aerospace Defense Command) began flying special missions in Southeast Asia using a modified version of the venerable C-121 *Constellation*. . . . the EC-121R.

Anticipating a need for replacement crews, the Air Force turned to the Air National Guard last August: "Can you conduct a program to train flight engineers to replace the airmen now flying the Southeast Asia missions?"

The Air Guard could have said "can do" five times for that's how many military airlift groups it had flying C-121s and able to take on the job. The groups were the 170th, McGuire AFB, New Jersey; 171st, Pittsburgh, Pennsylvania; 153rd, Cheyenne, Wyoming; 167th, Martinsburg, West Virginia; and 168th at Olmsted Airport, Pennsylvania. Since then the 171st has become an aeromedical airlift group and the 168th was redesignated the 193rd Tactical Electronic Warfare Group.

Every unit could have met the challenge. Each had a high state of operational readiness and each possessed eight C-121s. In addition, they all had the skilled aircrews and support personnel necessary to maintain the aircraft.

The 170th at McGuire was selected because it is the only one of the five units located on an active Air Force base. Therefore, it had housing, messing, medical and other facilities which would be available to the Regular Air Force personel being trained.

The program started on September 24, 1967, when the first six airmen of the Air Defense Command began training at McGuire. The 170th passed the test handily. By the end of the year, 18 active duty flight engineers had been trained and were ready to replace their counterparts in Southeast Asia.

Success of the initial program again prompted the Air Force to query the National Guard Bureau: "In addition to the flight engineer program, can the 170th train pilots and navigators for C-121 aircrew duties?"

No need to repeat the Air Guard's reply.

The program will begin in March with 32 students—12 pilots, 10 navigators and 10 flight engineers. Each month thereafter the same number of officers and airmen will take the course until October when trainees will be reduced to 18, six in each category.

Students will not be complete strangers to the *Constellation*. Before reporting to the 170th for the advanced flying training phase, each will have finished the C-121 ground school course and simulator training program conducted by the Air Force.

To qualify in his position, each student will put in a minimum of 20 flying hours and pass a flight check conducted by an active duty flight examiner of ADC.

help wanted

Processing 32 men per month at the rate of at least 20 flying hours per man will not be easy for the 170th. It will mean a lot more flying. The unit is borrowing two planes from one of the other C-121 groups and the Air Force is allocating an additional 440 flying hours per month for the program. It also will mean an increase in the hours devoted to aircraft maintenance and an additional 150 officer and 150 airman active duty mandays per month.

To take some of the strain off the 170th's instructors, the unit has been authorized to recruit eleven C-121 qualified instructors: five pilots, four navigators and two flight engineers for approximately a year of active duty.

Interested applicants are advised to write: Personnel Officer, 170th Military Airlift Group, McGuire AFB, New Jersey 08641.

Maj. Gen. Winston P. Wilson, chief of the National Guard Bureau, stressed the significance of the program:

"Within the active Air Force there is no C-121 flying training capability and the cost of establishing a new and separate training unit for this purpose would be prohibitive . . . It is our job in the Guard to support the active forces in any way that we can and this is another opportunity for the Guard to continue this support."



MOUNTAIN RESCUE



gently o'er the awesome chasm

The best way to traverse from one mountain cliff to another? Very cautiously!

The second best method is the Tyrolean Traverse. Loop some rope around your waist . . . anchor the end securely . . . pray . . . then with a mighty push, gently float o'er the awesome chasm to your destination.

Such maneuvers are considered commonplace by a dozen daring members of the 31st Medical Service Squadron, Lowry AFB, Colorado. One weekend each month and during their two-week active duty tour, the Reservists can be seen creeping along a treacherous mountain trail, scaling a sheer rock face, swooping from one cliff to another on a single strand of rope, or carefully lowering a "litter patient" down a precipice. The Medical Mountain Rescue Team was formed from squadron volunteers in 1965 as a pilot study program. Recently, it was recognized as an official part of the 31st by the Air Training Command. The team specializes in medical emergencies, disaster control, ski and avalanche rescue training.

New members attend the Army's Mountain Rescue School at Fort Carson, Colorado. The Army helps out with loans of hard hats, canvas litters, ropes and other mountain climbing gear. Major Calvert R. Dodge, the team's leader and organizer, hopes to send the Reserve specialists to parachute jump school, and make the unit the "most capable of its kind in Colorado."



PROUD ACCOMPLISHMENT. . . . First Lieutenant Virginia C. Dallman (l), and Second Lieutenant Catherine R. Wilkalis (members of the Air Reserve Forces) shared honors as the top graduates of the largest flight nurse class to attend the U. S. Air Force School of Aerospace Medicine at Brooks AFB, Texas. The special honors came during graduation exercises when the 60 nurses completing the highly competitive six-week Flight Nurse Course received their silver wings and diplomas. Lieutenant Dallman is a member of the 187th Aeromedical Evacuation Flight, Wyoming Air National Guard at Cheyenne, and a staff nurse in civilian life at the Colorado General Hospital in Denver. Lieutenant Wilkalis is an Air Force Reservist assigned to the 67th Aeromedical Evacuation Flight, Hanscom Field, Massachusetts, and a private duty nurse as a civilian in South Acton. Air National Guard and Air Force Reserve nurses make up nearly half of the school's flight nurse training program.



TWO-MILLIONTH GRADUATE. . . . SSgt. Larry J. Russell of the Tennessee Air National Guard was personally presented his Extension Course Institute diploma by Lt. Gen. John W. Carpenter III (l), comdr., Air University. Among the host of military and civilian dignitaries present to congratulate the sergeant were Brig. Gen. I. G. Brown, asst. chief, National Guard Bureau for Air, and Col. Owen G. Birtwistle (r), commandant of ECI. Sgt. Russell is a loadmaster with the 118th Military Airlift Wg., Nashville. He has logged almost 2,000 flying hours in C-97s and the plane his unit now flies, the C-124. His trips have taken him to many points along the Military Airlift Command's global air routes including a mission to Tan Son Nhut AB in South Vietnam. Located at Gunter AFB, Ala., ECI offers courses to Active Duty and Reserve personnel.

Q&A

OFFICIAL ANSWERS TO FREQUENT QUESTIONS!

Does a Reservist have any death benefits for his widow or his children? ◇ ◇ ◇ Under the Retired Serviceman's Family Protection Plan a Reservist may earmark a percentage of his retired pay for a survivor annuity. A monthly check will be paid to his widow, or his eligible children, or to his widow and eligible children when he dies after he is receiving retirement pay. To be effective the option must be elected at least three years before he is eligible to receive retired pay. (AFP-211-1-9)

Are Reservists retiring at age 60 entitled to a formal retirement ceremony on an active duty base? ◇ ◇ ◇ Reservists *are not* entitled to a formal retirement ceremony. Such ceremonies are courtesies generally extended to personnel retiring from active Federal service. (Para 34, Chapter 7, AFM 35-7)

My reserve unit was cited as outstanding. Am I eligible to wear the Air Force Outstanding Unit Award as part of my uniform? ◇ ◇ ◇ The ribbon becomes a permanent part of the uniform of each individual assigned or attached to the unit at any time during the period of action cited, and who participated in any of the action(s) for which the unit was cited. Persons later assigned to a unit which has received the award may wear the ribbon only for the period of such assignment. (Para 8-13d, AFM 900-3, Feb 1, '67)

I will be eligible for retirement pay at age 60 and now receive disability compensation from the Veterans Administration (VA). Will this be discontinued when my retired pay starts? ◇ ◇ ◇ Full retirement pay and VA disability compensation cannot be drawn simultaneously. Since the VA disability compensation is nontaxable, it would be to your advantage to waive so much of your retired pay as is equal in amount to the VA compensation. You can make this necessary arrangement when the retired pay amount is established. (AFM 35–7)

If I am unable to serve with a Reserve unit while living in a foreign country, is there any other participation available that will enable me to retain my Ready status? ◇ ◇ ◇ You may participate in the *Ready Reinforcement Personnel Section* (RRPS) through (1) enrollment in the ECI program or (2) an attachment to a Reserve or active duty unit that can provide training in your specialty. If you desire ECI enrollment, complete an ECI application Form 23 and forward it to ARPC, Attn: RPCA–2. If your area is not serviced by an APO/FPO, you must obtain consent of the government of the country in which you are residing to receive course materials through the mail. Contact the office of the Military or Air Attache. (AFM 35–3 & ECI catalogue)

Where should I write for copies of my effectiveness reports for the period 1962 through 1966? ◇ ◇ ◇ Air Force Reservists not on extended active duty can write to the Air Reserve Personnel Center, Attn: RPCS–5, 3800 York St., Denver, Colorado 80205. A minimum charge of $1.50 entitles you to from one to six images. An additional $.25 fee will be charged for each image over six. Payment must be made by U.S. Postal Money Order or check payable to the Treasurer of the United States. Air National Guardsmen may contact: National Guard Bureau, Attn: NGAFPM, Washington, D.C. 20310. (USAFPMC AFPMDRM, September 27, 1967)

PEOPLE...



Dr. Eugene T. Ferraro was designated Acting Assistant Secretary of the Air Force (Manpower and Reserve Affairs) on January 11. Dr. Ferraro has served as Deputy Under Secretary (Manpower) since June 1966.

Three more Air National Guardsmen have turned "MAD." Majors Robert D. Goodman and Charles A. Beasley and Captain William Tomasi III, pilots of the 149th Fighter Gp., Kelly AFB, Texas, are the latest Air Guardsmen to earn the title *Master of Air Defense.* The trio boosted to six the number of ANG pilots who have attained ADC's highest rating. In addition, four ANG controllers also have attained the rating even though the requirements are different. ◇ ◇ ◇ Captain Shirley Pulver, 36th Aeromedical Evacuation Sq., Richards-Gebaur AFB, Missouri, set a Continental Air Command record by qualifying as a flight nurse within 30 days after returning from six weeks of schooling at Brooks AFB, Texas. ◇ ◇ ◇ With a military career dating to 1924 when he joined the 120th Observation Sq., Major General Stanford W. Gregory, Colorado's Air chief of staff,

See PEOPLE, page 14

'...BY ADDING SOMETHING NEW'

TAR Heel Air Guardsmen are doing a great job . . . and they make sure the people of North Carolina know it.

How? Through newspapers, billboards, radio, television, word of mouth, and by adding something new when necessary.

Recently, a C-124 *Globemaster* of the 145th Military Airlift Group lifted off the runway at Douglas Municipal Airport, Charlotte, and nosed westward on a typical mission for the Military Airlift Command (MAC). Not so typical, five North Carolina newsmen were aboard to observe every move made by the 10-man Air Guard crew for the next 12 days.

The s*omething new* that helped achieve the publicity was an information brochure developed by Major William T. Bundy Jr., one of the pilots on the trip. It provided each newsman detailed information about the itinerary and route, the aircraft and its crew, a history of the North Carolina Air Guard, and a description of the global mission of the parent organization, the Military Airlift Command. The pamphlet also contained a section on the National Guard as "A Working Partner in American Defense", describing the role of the Army and Air National Guardsmen and some of the many missions they have accomplished in recent years.

The result? A very impressive 13,000 words of newsprint and 23 photographs in the five newspapers. In addition, the story was picked up by a national news service and sent to other North and South Carolina papers.

The brochure received high praise from MAC and NGB officials who said it would be used as a guide for information officers.

Each month, aircrews of the 145th make at least five trips to United States military bases in Europe and one long haul to Southeast Asia. This one, with the reporters aboard, was not unusual. The purpose was airlift, and the cargo consisted of 24,000 pounds of Christmas mail—16,000 pounds of which was addressed to American servicemen fighting in Vietnam. In addition, the plane was loaded with 1,000 pounds of electronic gear.

island-hopping

The first stop on the 25,000-mile, round-trip mission was Travis AFB, California, where they picked up the cargo. The island-hopping route across the Pacific included stops in Hawaii, Wake Island, Japan, Okinawa and at Clark AB in the Philippines.

Because of Defense Department restrictions, the newsmen were required to wait at Clark while the Air Guardsmen delivered the remaining cargo to Cam Ranh Bay in South Vietnam. As soon as the cargo was removed, the aircraft was loaded again, this time with aircraft engines, propellers and mail for the United States. Unexpected passengers on the final leg from Travis were 20 servicemen—homeward bound for the Christmas holidays.

Aircraft commander for the mission was Brigadier General William J. Payne, North Carolina's assistant adjutant general for Air. Other crewmen were (*pilots*) Major Bundy and Captain Everett S. Peterson III; (*navigator*) First Lieutenant Hillis L. Seay; (*flight engineers*) Senior Master Sergeant Donald L. Creason, Master Sergeant Gary H. Lathan and Technical Sergeant Jimmy L. Richardson; and (*loadmasters*) Staff Sergeant John G. Schnupper and Airmen Archie C. Hartis and Thomas E. Hastings. They have 28,860 hours of flying experience.

Reporters making the flight were Floyd Ellington of the *Charlotte News* and a major with the 145th; Joseph Knox, *Greensboro Daily News;* Jerry G. Leedy, *Lincoln Times-News,* Lincolnton; George Weaver, *Stanly News & Press,* Albemarle; and Henry B. Webb, *Durham Morning Herald* and *Durham Sun.*

The following are excerpts from an article by Mr. Weaver:

"The Vietnam run, as handled by the Air Force and Air National Guard flyers, is a pretty rugged deal. MAC officers told us that every state having transport planes had joined with MAC in the effort to supply Vietnam and the military effort there.

"The part played by the Air National Guard, whether delivering Christmas mail, machine guns or classified cargo, is a vital one in the war effort. And the men who make up North Carolina's ANG are to be commended for the job they do. Their entire schedule and routine of living is disrupted for whatever period they are away from home. It's not an easy life. . . . They earn their pay."

Proving "They earn their pay," the North Carolina Air Guardsmen load engines aboard their C-124 at Cam Ranh Bay for the return trip.



An aeromed evac patient is carried aboard a 145th C-121. This was unit's mission before conversion.



Help Wanted

LEGEND: Opposite each specialty is a series of cade numbers and grades. The numbers are the keys to the list of units with vacancies and the grades indicate the highest grade position available. For informatian an listed positians, write directly ta the unit using address given.

KEY	UNIT
1.	35th Aeromed. Evac. Sq., Birmingham MAP, Alabama 35212
2.	4th Air Postal Flt., Maxwell AFB, Alahama 36112
3.	486th Medical Service Flt., Williams AFB, Arizona 85225
4.	349th Military Airlift Wg., Hamilton AFB, California 94934
5.	452nd Military Airlift Wg., March AFB, California 92508
6.	303rd Aerospace Rescue & Recovery Sq., March AFB.
7.	68th Aeromed. Evac. Flt., March AFB.
8.	42nd Medical Service Sq., Norton AFB, California 92409
9.	60th Military Airlift Wg., Travis AFB, California 94535
10.	25th Medical Service Sq., Travis AFB.
11.	915th Military Airlift Sq., Homestead AFB, Florida 33030
12.	453rd Medical Service Flt., Patrick AFB, Florida 32925
13.	458th Medical Service Flt., Patrick, AFB.
14.	472nd Medical Service Flt., Moody AFB, Georgia 31601
15.	932nd Military Airlift Gp., Scott AFB, Illinois 62225
16.	182nd Tactical Fighter Gp., Peoria AP, Illinois 61607
17.	434th Tactical Airlift Wg., Bakalar AFB, Indiana 47201
18.	512th Medical Service Flt., Forbes AFB, Kansas 66620
19.	926th Tactical Airlift Gp., Callender Fld., New Orleans, La. 70140
20.	917th Military Airlift Gp., Barksdale AFB, Louisiana 71110
21.	459th Military Airlift Wg., Andrews AFB, Maryland 20331
22.	905th Military Airlift Gp., Westover AFB, Massachusetts 01022
23.	403rd Tactical Airlift Wg., Selfridge AFB, Michigan 48045
24.	934th Tactical Airlift Gp., Mpls.-St. Paul IAP, Minnesota 55417
25.	47th Aeromed. Evac. Sq., Mpls.-St. Paul IAP.
26.	419th Medical Service Flt., Keesler AFB, Mississippi 39534
27.	442nd Military Airlift Wg., Richards-Gehaur AFB, Missouri 64030
28.	514th Tactical Airlift Wg., McGuire AFB, New Jersey 08641
29.	490th Medical Service Flt., Plattshurgh AFB, New York 12903
30.	109th Military Airlift Gp., Schenectady County AP, New York 12301
31.	904th Military Airlift Gp., Stewart AFB, New York 12550
32.	302nd Tactical Airlift Wg., Clinton County AFB, Ohio 45177
33.	179th Tactical Fighter Gp., Mansfield MAP, Ohio 44901
34.	910th Tactical Airlift Gp., Youngstown MAP, Ohio 44473
35.	937th Military Airlift Gp., Tinker AFB, Oklahoma 73145
36.	911th Military Airlift Gp., Gtr. Pittshurgh AP, Pennsylvania 15231
37.	505th Medical Service Flt., Ellsworth AFB, South Dakota 57706
38.	409th Medical Service Flt., Bergstrom AFB, Texas 78743
39.	512th Military Airlift Wg., Carswell AFB, Texas 76127
40.	433rd Tactical Airlift Wg., Kelly AFB, Texas 78241
41.	147th Fighter Gp., P.O. Box 34567, Houston, Texas 77034
42.	945th Military Airlift Gp., Hill AFB, Utah 84401
43.	941st Military Airlift Gp., McChord AFB, Washington 98438
44.	167th Military Airlift Gp., Martinsburg MAP, West Virginia 25401

Officer

Administrative: (Capt.) 2.
Aircraft Maintenance: (Maj.) 21. (Capt.) 23, 32.
Air Opns.: (Lt. Col.) 32. (Maj.) 15, 21, 35. (Capt.) 17, 23, 24, 34. (1st Lt.) 4.
Avionics: (Capt.) 17, 23, 32, 34.
Communications: (Capt.) 28, 36.
Data Automation: (Capt.) 9.
Dental: (Maj.) 44.
Flight Nurse: (Maj.) 36. (Capt.) 1, 4, 7, 11, 15, 21, 22, 25, 39, 40, 43, 44.
Flight Surgeon: (Lt. Col.) 39. (Maj.) 44.
Information: (Capt.) 9.
Intelligence: (Capt.) 9.
Legal: (Maj.) 4. (Capt.) 9.
Medical: (Col.) 10. (Lt. Col.) 44. (Maj.) 12, 14, 15, 18, 21, 29, 31, 35, 37, 38, 42. (Capt.) 3, 11, 13, 36, 40.
Medical Admin.: (Maj.) 44.
Motor Veh. Maint.: (Capt.) 24.
Navigator: (Maj.) 15. (Capt.) 19, 20, 32, 34, 36. (1st Lt.) 6, 42.
Nurse: (Maj.) 1, 7, 44. (Capt.) 3, 8, 10, 12-14, 17-20, 26-28, 37, 38, 40, 42. (1st Lt.) 24, 29, 34.
Pharmacy: (Capt.) 3, 14, 26.
Pilot: (Lt. Col.) 32. (Maj.) 15, 17, 19, 21, 27, 36, 40, 42-44. (Capt.) 4, 5, 20, 23, 34. (1st Lt.) 6, 35.
Psychiatrist: (Maj.) 9.
Security Police: (Maj.) 9.
Veterinary: (Maj.) 3, 12, 13, 28, 29, (Capt.) 43.

Airman

Acct. & Finance: (CMSgt.) 31.
Administrative: (MSgt.) 2.
Air Operations: (TSgt.) 4, 32.
A/C Electronic Nav. Equipment Repair: (TSgt.) 5.
A/C Elect. Repair: (TSgt.) 36.
A/C Fuels Systems Repair: (MSgt.) 32. (TSgt.) 36.
A/C Maint.: (MSgt.) 21. (TSgt.) 5, 20, 32, 34. (SSgt.) 17.
Auto Flt. Control Sys. Spec.: (SSgt.) 11. (Sgt.) 5, 35.
Comd. & Control: (MSgt.) 31, 43. (TSgt.) 9, 15. (SSgt.) 5, 35.
Comm. Ctr. Spec.: (SSgt.) 28.
Dental: (SSgt.) 12, 13, 26.
Fire Protection: (TSgt.) 40.
Flight Engineer: (MSgt.) 15, 20, 21, 39, 42. (TSgt.) 6, 27, 36, 40.
Food Service: (SSgt.) 10, 17.
Legal: (SMSgt.) 21.
Loadmaster: (TSgt.) 5, 34. (SSgt.) 21, 32.
Maint. Scheduling: (TSgt.) 24. (SSgt.) 23.
Material Facilities: (SSgt.) 23.
Medical: (CMSgt.) 8. (SMSgt.) 11. (MSgt.) 12, 14, 29, 38. (TSgt.) 15, 26. (SSgt.) 10, 13, 36. (Sgt.) 1, 18, 25.
Medical Admin.: (SSgt.) 1, 37.
Medical Lab.: (MSgt.) 10. (TSgt.) 12, 13, 18, 29, 37. (Sgt.) 26.
Med. Supply: (SSgt.) 12, 13, 22.
Operating Room Specialist: (SSgt.) 12, 13, 26, 37.
Pararescue: (SSgt.) 6.
Personal Equip. Spec.: (SSgt.) 5, 23. (Sgt.) 24.
Pharmacy: (TSgt.) 26, 29, 37.
Preventive Med.: (MSgt.) 36.
Radiology: (TSgt.) 18, 26, 27, 43.
Recip. Engine Mechanic: (TSgt.) 23. (SSgt.) 32.
Safety: (TSgt.) 4, 23, 39.
Security Police: (TSgt.) 9.
Small Arms Instructor: (TSgt.) 24, 28. (SSgt.) 15, 30, 39.
Supply: (TSgt.) 4, 17.
Transportation: (SSgt.) 4.
Veterinary Spec.: (TSgt.) 18.

ANG Technician

(Administrative Tech., NGC-6) 41. ASFC 70250/70/TSgt.
(A/C Inst. Tech., NGW-11) 33. 42250/70.
(A/C Maint. Officer, NGC-11) 16.
(A/C Radio Tech., NGW-11) 33. 30150/70.
(Pneudraulic Tech., NGW-11) 41.
(Welder, NGW-11) 16.

Air Technician

(Aeromedical Admin.) 7. Major.

Liaison Officers

Air Force Academy Liaison Officers to serve 15 California high schools in Ventura and south Los Angeles. 2nd Lt. through Col. are eligihle; nonpay assignment, point credit. Write: Colonel H. A. Burroughs, Liaison Officer Coordinator, 10577 Kinnard Ave., Los Angeles, California 90024.

Academy Liaison Officers to serve high schools in Westchester, Rockland, Putnam, Dutchess and Ulster Counties, New York. 2nd Lt. through Col. are eligihle. Write: Liaison Officer Coordinator, 2 Lenox Ave., Mount Vernon, New York 10552.

PEOPLE from page 12

retired on December 31, 1967.

Staff Sergeant Fred M. Hill, a parachute rigger of the 937th Military Airlift Gp., Tinker AFB, outjumped 90 other competitors in December to win his second straight Oklahoma sky diving championship. Hill and another member of the 937th, Staff Sergeant Cliff Davis, were first place winners in the team event. ◇ ◇ ◇ If you were a physician, certified in three specialties—general surgery, thoracic surgery, and anesthesiology—would you sacrifice your private practice, family, and financial gain because you felt you could help in Vietnam? Lt. Col. Emory M. Wright Jr., an Air National Guardsman from Tucson, Arizona, did. In October 1966, he closed his practice, made arrangements for the comfort of his family and left for duty at Cam Ranh Bay AB hospital. With the year's service behind him, Doctor Wright returned to his home and practice.

Lt. Col. James Young, executive officer, and Major Mary M. Stehle, chief nurse of the 33rd Medical Service Sq., McGuire AFB, New Jersey, earned the *Air Force Commendation Medal* for their work with wounded Vietnam veterans during summer encampment at the USAF Hospital, Andrews AFB, Maryland. ◇ ◇ ◇ Captain Robert H. Jones, a pilot of the New Jersey ANG's 108th Tactical Fighter Gp., McGuire AFB, has been awarded the *Silver Star*. Captain Jones flew 100 missions over Vietnam between August 1964 and August 1966. He earned the medal for action on June 30, 1966, when he and three other members of the 34th Tactical Fighter Gp., destroyed a heavily fortified oil depot near Hanoi.

Civil Air Patrol's Colonel F. Ward Reilly was named *Region Commander of the Year* at the National Executive Committee meeting held at Maxwell AFB, Alabama, in early December. Colonel Reilly heads the Southeast Region with headquarters in Nashville, Tennessee. He has been active in CAP since 1953.

CAP Warrant Officer Richard Clark, Bangor-Brewer Composite Sq., Maine, is one of the top 10 individuals in the 1968 edition of *Outstanding Young Men of America.*



Snowmobiles flown from Denver, Colo., by Wyoming ANG aircrew were used for rescue operations in areas found to be inaccessible to aircraft.

The Air Reservist is indebted to Major Margaret B. Layne for her excellent eyewitness report of *Operation Haylift*. Major Layne is an information officer with the 9341st Air Reserve Squadron, Los Angeles, California. She also is a free lance writer and television actress.

In addition, we wish to acknowledge the support furnished by Captain Angelo Cerchione, an active duty information officer at Luke AFB; Senior Master Sergeant H. W. Belles, an Air National Guardsman with the 140th Tactical Fighter Wing, Colorado; Mr. George Myers, information officer for the 512th Military Airlift Wing, Carswell AFB; Colonel Leonard Dereszynski, 440th Tactical Airlift Wing, Milwaukee; Colonel C. L. Gipson Jr., commander, 161st Military Airlift Group, Phoenix; and, Mr. Robert Miller, a photographer with the *Milwaukee Journal*.

The Air Force Reserve's C-124s were used to good advantage during *Haylift*. Six giant snowplows weighing 24,000 pounds each, and two snow weasels were flown into the stricken area aboard C-124s manned by members of the 512th Military Airlift Wing, Carswell AFB, Texas. Another C-124 crew from the 937th Military Airlift Group at Tinker AFB, Oklahoma, flew to South Dakota to pick up a snowplow and deliver it to Kirtland AFB, New Mexico.

the Air Guard responds

Also contributing to the mammoth humanitarian effort were Air Guardsmen from Arizona, New Mexico, Wyoming and Colorado. Flying six C-97s, aircrews of the 161st Military Airlift Group, Phoenix, made 60 trips into the area to airdrop 403 tons of hay to ranchers. A 161st crew joined fellow Air Guardsmen from the 153rd Military Airlift Group, Cheyenne, Wyoming, to pick up 45 snowmobiles in Colorado and fly them to New Mexico.

A C-54 of the Air Guard's 162nd Fighter Group, Tucson, and one belonging to the Colorado Air Guard also were used to reduce some of the suffering. More than eight tons of emergency food supplies were hauled in by the 162nd aircrew. The Colorado C-54 was loaded with 3,000 pounds of fresh frozen meat and clothing which was flown to the Window Rock airstrip.

The New Mexico Air National Guard furnished ground refueling trucks which were used to keep the rescue vehicles rolling throughout the operation.

CAP on the scene

Some of the first people to take part in the relief operations were the members of the Civil Air Patrol's Arizona Wing. Their pilots, observers and aircrews flew spotter missions and reconnaissance and airlifted clothing and food to snowbound victims.

A total of 210 personnel joined the effort. They came from CAP units at Phoenix, Holbrook, Flagstaff, Prescott, Winslow, Window Rock, Kingman and Tucson.

Fifty pilots and observers spent 304 hours in the air and completed 122 sorties. The cadets also helped man the 47 fixed and 51 mobile communications stations that were used.

When the operation ended, General John P. McConnell, Air Force chief of staff, praised the participants for their prompt and effective actions which he said "prevented great loss of human life, materially assisted in reducing suffering, and kept vast numbers of livestock from starving." It is estimated that some 500,000 head of cattle, valued at $28 million, would have been lost.

the air reservist

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Air National Guard

Air Force Reserve Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

EDITOR: **Fred E. Giachino**

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STAFF WRITERS: **William J. Turner**
SMSgt. Paul E. Collins
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The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER . . . Bales of hay, dropped from an Air Force Reserve C-119, hit close to a cluster of stranded, starving cattle on the Navajo Indian Reservation in Arizona. Air Reserve Forces members flew the majority of the *Operation Haylift* missions. (See pg. 6)

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver, Colorado, 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

The Air Reservist is an official publication of Hq USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U.S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces. Use of funds for printing has been approved by Hq USAF.

Address magazine correspondence, including material for publication, to: **Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, D.C. 20332**

reserve camera

Community relations in action:
Texans honor Reservists . . .
A visit by future airmen . . .
Cheering the handicapped . . .
Helping airport firefighters . . .









a/ Texas Governor John Connally proclaimed May 26 as "Air Force Reserve Day" for San Antonio's HemisFair '68. Witnessing the signing are Col. John R. Maney (l), comdr., 4th AFRes Region, and Col. Joe S. Peck, Region logistics chief b/ Flight engineer controls of C-124 fascinate two Cub Scouts during tour of 349th Military Airlift Wg. facilities at Hamilton AFB, Calif. The AFRes unit frequently hosts visits by Scouts and other civic groups. . . . c/ Annette Saunders receives gift from Santa's helper SMSgt. Richard Weissbard of the Air National Guard's 106th Military Airlift Gp., Floyd Bennett Fld., during Christmas party co-sponsored by the unit and Community Mayors of N.Y. State for some 1,600 crippled children from New York City. . . . d/ Fire fighting capabilities at Hancock Fld., N.Y., doubled, thanks to ANG's 174th Tactical Fighter Gp. When the Air Guardsmen are not training, their C-11 crash-rescue truck is used by the airport's civilian specialists. (l-r) Fire Department Capt. William Uva, MSgt. Stanley Czyz, Mr. Robert Smith and TSgt. Fred Evans.

Postmaster: Destroy if undeliverable.

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the air reservist

MARCH 1968

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THE CALL UP !

• *Authority*—On January 25, President Lyndon B. Johnson issued Executive Order 11392 ordering 9,343 Air National Guardsmen and 4,855 Air Force Reservists to active duty. They were given until midnight of the next day to report to their units.

The call up was made under congressional authority provided in the Department of Defense Appropriation Act of 1967. The Act permits the President—when he deems necessary—to order to active duty any unit of the *Ready* Reserve for up to 24 months. In addition to approximately 14,000 members of the Air Reserve Forces, about 600 Naval Reservists were activated.

• *Reason*—The President's action followed a meeting with Secretary of Defense Robert S. McNamara and the Joint Chiefs of Staff. The recall was a precautionary measure to strengthen the nation's military forces in the face of a series of critical situations which erupted in several areas of the Far East and Southeast Asia.

• *Response*—By deadline time —midnight of the 26th—just a fraction short of 99 per cent of the recalled members of the Air Reserve Forces were in uniform and ready for action. Their response was phenomenal in view of the short notice.

The smoothness of the call up brought praise from many sources.

In Congress (February 5), Rep. G. V. Montgomery of Mississippi stated that Guardsmen and Reservists, ". . . have never failed this country yet. What our country needs is more Americans like the individual Reservists and Guardsmen called up last week."

General Gabriel P. Disosway, commander of the Tactical Air Command—gaining command for the Air National Guard tactical fighter and reconnaissance units —sent a message to the commanders: "I want to welcome you and your organization into Tactical Air Command. Your proven performance makes you a welcome addition to the command. Please extend this welcome into TAC to all of your officers and men. We are glad to have you with us."

The other major Air Force commands to which the Reserve and Guard units were assigned are the Military Airlift Command and the Air Force Communications Service.

Major General Robert W. Paulson, commander of the Communications Service, reported: "No difficulties were experienced in activating the 16 flights. [A communications flight is an integral part of each group's structure.] Our units are trained to supplement the worldwide capability of the Air Force and Department of Defense to insure that the flying units are immediately in contact with all levels of authority. In this instance, they were prepared to provide the necessary internal command and control comunications and at the same time provide a tie-in with those long-haul facilities linking all military forces."

The Air National Guard units activated are: (*Tactical Fighter*, F-100s) 113th Wing and Group, Andrews AFB, Maryland; 177th Group, Atlantic City, New Jersey; 107th Group, Niagara Falls, New York; 121st Group, Lockbourne AFB, Ohio; 140th Wing and Group, Denver, Colorado; 184th Group, Wichita, Kansas; 185th Group, Sioux City, Iowa; and 150th Group, Albuquerque, New Mexico. (*Tactical Reconnaissance*, R F-1 0 1 s) 123rd Wing and Group, Louisville, Kentucky; 189th Group, Little Rock, Arkansas, and 152nd Group, Reno, Nevada.

Air Force Reserve units: (*Military Airlift*, C-124s) 445th Wing and 918th Group, Dobbins AFB, Georgia; 904th Group, Stewart AFB, New York; 349th Wing and 938th Group, Hamilton AFB, California; 921st Group, San Antonio, Texas, and 941st Group, McChord AFB, Washington.

In addition, Air Force Reserve's 305th Aerospace Rescue and Recovery Squadron, Selfridge AFB, Michigan, was recalled. The 305th is equipped with HC-97s.

HOW THEY REACTED...

By Capt. Joseph T. Crown, Jr.

On January 25, I stood in a paneled courtroom of the Circuit Court for Prince George's County, Maryland. I was about to argue a motion in a $150,000 damage suit when my opposing attorney leaned over and whispered that the Air National Guard unit at Andrews AFB had been called to active duty.

A lump rose in my throat and my stomach began to knot up because I was a captain in the Air National Guard's 113th Tactical Fighter Wing at Andrews. It is one of the Department of Defense's *Selected Reserve Forces*. The 113th had been designated *Combat Beef* (the code name for these units) some 30 months ago. Since that time, we had embarked on an ambitious program of achieving 100 per cent manning, equipment and training. Only last December the unit easily passed a rigid inspection conducted by the Tactical Air Command which confirmed our combat readiness rating as C-1.

As soon as possible, I rushed to the nearest telephone to confirm the rumor. My office said I had received several calls from 113th staff officers, but when I attempted to call Andrews I was unable to get through. The switchboard was jammed with incoming calls.

Briskly walking to my car, I quickly drove the six miles to Andrews and reported to the 113th

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TSgt. James Denmann of ANG's 121st Tac.Ftr.Gp., answers questions for NBC's "Frank McGee Report" by Mark Landsman, WKYC-TV, Cleveland.



By Maj. John F. Eckhardt

The *Dixie Wing* was mobilized!

There was no panic or confusion on that eventful Thursday as the news of the call up spread. Most Reservists waited quietly and patiently for the telephone alert they knew must come.

It did come at 9:15 p.m., Thursday evening. Within 23 minutes, all of the almost 1,100 officers and airmen of the 445th Military Airlift Wing and its 918th Military Airlift Group (both at Dobbins AFB, Georgia) had been notified to report by midnight, Friday, January 26.

Reporting and processing went so smoothly and quietly one was barely aware of any difference from a weekend training period or the beginning of a summer encampment.

By 5 p.m., Friday, more than 75 per cent of the members had reported for duty. By midnight, Friday, the wing had 100 per cent of assigned officers present and 97 per cent assigned airmen on duty. At 2 a.m., Saturday, the wing headquarters and the 918th Group were 100 per cent present or accounted for.

This was the fastest and most efficient mobilization the 445th had ever experienced.

The smoothness of the activation provided powerful support to Lieutenant General Henry Viccellio's concept of the modern Air Force Reserve: "sustained and quick surge capability." General

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ARPC updates each AFRes recallee's record before shipping to USAF Personnel Center. (l-r) Sgts. James Williams, Gregory Bishop, David Murdock.



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Headquarters. Two hours had elapsed since the President had announced the call up.

Andrews was a beehive of activity with some 50 newsmen, radio and television commentators, and cameramen covering the activation process as it unfolded before their eyes.

Immediately upon receipt of the news, the unit's hard core cadre (full time Air Technicians) began calling key staff officers and NCOs, and setting the machinery in motion to begin processing the Guardsmen reporting to active duty.

immediate reaction

One of the first to arrive was Brigadier General Willard W. Millikan, the wing commander. He promptly called a conference with his top staff officers and was on the phones with the Tactical Air Command (TAC) headquarters at Langley AFB, Virginia, and TAC's Ninth Air Force at Shaw AFB, South Carolina.

As newsreel photographers and reporters scurried around interviewing the incoming Guardsmen, it was business as usual on the 113th's flight line. Maintenance crews systematically went about their duties to ready the sleek, supersonic F-100C *Super Sabre* jets for flight. In the flight operations room, aircrews prepared to fly the routine strafing, rocketry and air-to-air gunnery training missions that had been scheduled prior to the call up.



Medical technician of the 117th Tac. Ftr. Gp., brings a fellow member's health record up-to-date.

Far into the night, the lights burned in the wing conference room. General Millikan and his staff were working out all the minute details of bringing more than 3,000 Guardsmen from civilian life to active duty within 24 hours.

The wing ordinarily consists of three tactical fighter groups: the 113th at Andrews, the 175th at Baltimore, Maryland, and the 107th at Niagara Falls, New York. However, the Baltimore unit flies the old F-86 *Sabre* and was not recalled. To strengthen the wing, two other F-100 units were activated: the 177th Tactical Fighter Group at Atlantic City, New Jersey, and the 121st Tactical Fighter Group at Columbus, Ohio.

During the first several days after activation, the Guardsmen were busy getting used to active duty life and attempting to straighten out their personal affairs.

JAG busy

Outside the 113th's legal office, a long line of men waited to confer with Captain Charles J. Sullivan. Before the recall, Sullivan was an assistant attorney general of Maryland. In the first three days, his office rendered legal assistance to more than 175 wing personnel.

"Most of the men who consulted me have problems caused by a loss of income between their civilian pay and their Air Force pay," Sullivan said. "There's the problem of trying to meet payments on installment sales contracts for cars, furniture and myriad other things. These men can be thankful for the *Soldiers and Sailors Civil Relief Act* which prevents them from being sued on these obligations incurred before entering the service. Of course, we also are being deluged by requests for wills and powers of attorney from, it seems like, everybody in the wing."

In another part of the same building, Captain Donald K.

SSgts. John E. Telfair (l) and Wilfred L. Freeman make sure that F-100s are as 'ready' as the personnel of the 113th Tac.Ftr.Gp., Andrews AFB, Md. They are checking the load list of a 'Super Sabre' 20 mm cannon.



SMSgt. Anthony Lieppert of 107th Tac.Ftr.Gp., checks maintenance schedule for the unit's F-100s.



Green, the Catholic chaplain, was kept busy by a steady stream of airmen with personal problems. "Most of the men who consulted me had hardships such as sickness in the family or other problems. There were even five men who wanted to get married while on active duty."

The person who seemed in the biggest quandary about his income was Airman First Class Darold Knowles, who estimated he would probably lose $100,000. He is the star relief pitcher for the Washington Senators baseball team. Shortly after Knowles received the news of his recall, he said, "Listen, this is my duty. . . . I'll be there and do my job."

Staff Sergeant David Fouquet, an information specialist, said he almost fell over when he heard the news. A reporter for *Congressional Quarterly*, he was at the White House covering a news conference when Mr. George Christian, the President's press secretary, made the announcement.

the smoothest call up

As the men went about the mammoth task of converting civilians to airmen (processing the personnel and their dependents . . . bringing immunization records up-to-date . . . issuing clothing), the unit's veteran staff officers termed this the smoothest call up ever accomplished. The 113th also had been recalled in 1951 for Korea and 1961 for the Berlin Crisis.

Probably the chief reason for the almost effortless transition was that each member of the wing had spent many hours as Air Guardsmen training and planning for this day when our country would need us.

a few 'absentees'

Of the more than 9,000 Air Guardsmen recalled, 99.6 per cent reported for duty within 24 hours. Only 34 were late and they were either ill (some were in hospitals) or traveling. Several were airline pilots who were out of the country. One pilot called in from Japan, another from Europe, and a third from Malaysia.

As serious as the recall was, it did have its lighter side. For example, there was Tina Kline. In five days, she went from civilian to Air Guardsman to active duty.

Tina was a nurse at Louisville's Kentucky Baptist Hospital and recently applied for an opening with the Air National Guard. Her application for a nurse commission was approved and she became a member of the 123rd Tactical Reconnaissance Group on January 20. On the 25th, Tina was at her civilian job when informed of the call up.

"I think I said something like . . . Oh, no!" recalled Air Force Second Lieutenant Tina Kline as she worked at her military duties. "It scared me to death. I didn't know a thing about the service, but I've sure learned fast."

Lieutenant Kline and another nurse, First Lieutenant Beverly O'Bryan, are the only women in the Kentucky Air National Guard.

Lieutenant O'Bryan was in St. Louis, Missouri, when she learned of the mobilization. She has been studying to become an anesthetist. It wasn't until 5 p.m., Friday, that she received a long distance call informing her that she had to sign in by midnight that night.

"I just gathered up all my clothes and things, threw them in the car and drove off," she said. "I signed in at 11:58 p.m."

As news of the mobilization spread across the country, the National Guard Bureau was deluged with telephone calls. Commanders of Air Guard units that had not been activated called to assure officials in the Pentagon that their units also were combat ready. In addition, many individuals offered to volunteer for active duty with the mobilized units.

Air Guard information officers were among the first Guardsmen to feel the repercussions of the mobilization. As newspaper, radio and television reporters and their camera crews converged on the

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SSgt. Jim Summey, 140th Tac. Ftr. Gp., explains to family the effect the call up will have on their lives.

A necessary part of the transition . . . Air Guardsmen of 140th Tac.Ftr.Wg., bring their clothing issue up to active duty standards. This scene was reenacted by Air Reserve Forces members across the nation.



SSgt. Bernard Gundel (l) awaits his turn while TSgt. Billy Wall signs 185th Tac.Ftr.Gp. muster sheet.



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bases, the information officers and their staffs conducted tours, set up briefings, answered questions and prepared news releases.

The following excerpts are typical of releases distributed during the early days of the activation:

[Denver, Colorado] "For about 900 Coloradans and an equal number of New Mexicans, Kansans, and Iowans, Thursday—January 25—was a significant day of change. President Johnson announced the call up. Included in the 'to active duty" list, was the 140th Tactical Fighter Wing, Denver, Colorado, and its four groups the 140th, also in Denver; the 184th, Wichita, Kansas; 185th, Sioux City, Iowa; and, the 150th, Albuquerque, New Mexico.

"All four groups were ordered to have personnel report for active duty at their home base Saturday morning. The former Air Guardsmen spent the weekend making the transition from civilian status to members of the active Air Force.

"To each of the men, the call up presented personal problems. Many had to obtain military leave from their civilian jobs. Some were told by their employers that the difference between military pay and their regular civilian pay would be made up by the company. All members accepted their new role with pride in knowing that their unit was prepared.

"The wing's officers and men are proud to be associated with the U.S. Air Force and the Tactical Air Command.

"Members are making themselves more alert, knowing that now their effort is a contribution to the worldwide *Aerospace Team*.

"Most commute to and from Buckley ANG Base as living quarters there are limited. Those who live too far to commute are housed at Lowry AFB, Denver.

"Among the personnel, is Colorado Governor John Love's son Andy. The 23-year-old airman is an aircraft mechanic and works on the 140th's F-100 fighters.

"For many, it is their first call to active duty. For others, it will be the fourth time they have joined the *Regulars* to aid in our Nation's defense."

[Niagara Falls, N.Y.] "The 107th Tactical Fighter Group clearly demonstrated its readiness with a swift response to President Johnson's activation of selected units.

"A total of 99.7 per cent of the personnel signed in for duty or were accounted for by 12:00 p.m., Friday.

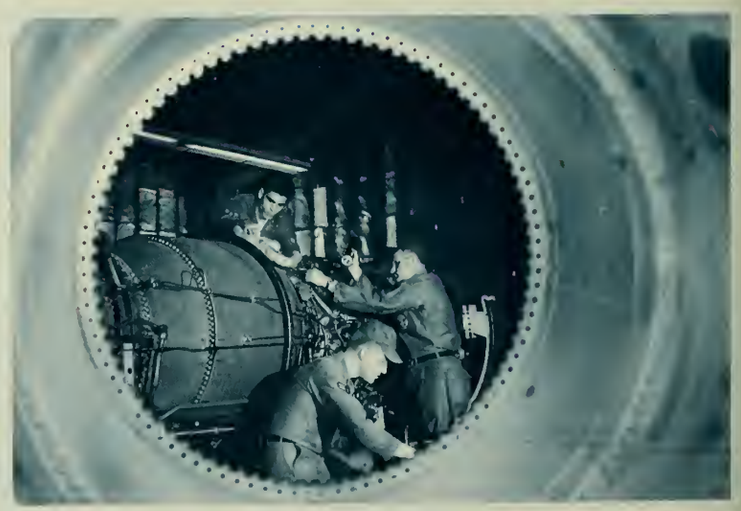
"Immediately after the announcement of the call up, Colonel John E. Blewett, group commander, said 'The 107th is combat ready . . . It's bound to be rough on some as it always is when you are called to active duty from civilian life. But, they're well trained, they know their jobs and I would feel a lot worse if I wasn't sure they are able to handle whatever situation arises.'

"A few weeks before the call up (in an interview for *Buffalo* magazine), the colonel summed up the spirit of the personnel: 'Call us weekend warriors, call us flying Minutemen, but don't forget to call us Americans who are making a significant contribution to the military preparedness of our nation . . .' "

This was the smoothest one yet. The byword of this mobilization is we're ready, where do you want us? I'm very gratified by the enthusiasm and willingness with which the Air Guardsmen accepted this mobilization.

Major General Winston P. Wilson
Chief, National Guard Bureau





1st. Lt. Larry B. Cranford (left) logs his flight plan for the 189th Tac.Recon.Gp. photo mission. (above) Maintenance specialists (l-r), A1C George Amin, A1C Trenton Strickland and MSgt. Chester Knight of 123rd Tac.Recon.Gp., inspect J-57 engine of RF-101.





Sign of the times . . . Energetic Reservist at McChord AFB, Wash. (l), made sure passers-by were aware of his unit's new status. Farther south, at Hamilton AFB, Calif. (top), nearly 1,000 members of the 349th MAWg. were processed by personnel section in one day.

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Viccellio is the commander of the Continental Air Command (CAC).

The mobilization of the *Dixie Wing* set a dramatic example of that "quick surge" capability. The call up pattern skipped across the country with the assignment of the 904th Military Airlift Group at Stewart AFB, New York, to the 445th. The 904th, commanded by Lieutenant Colonel Harry Amdur, normally is assigned to the 459th Military Airlift Wing at Andrews AFB, Maryland.

This assignment gave Lieutenant Colonel Griffin R. Beatty's 918th Group some *Yankee* relatives who knew their business. The 904th recently passed a tough Military Airlift Command (MAC) operational readiness inspection, and is considered among the top Reserve airlift units.

Within hours after the mobilization deadline, flight lines at Dobbins and Stewart were buzzing with activity. Aircrews stood alerts and maintenance and support elements began intensive seven-day, work-week schedules. The 918th launched a plane to transport vital supplies to Southeast Asia. Aircrews of the 904th flew to the Guantanamo Naval Base in Cuba and to Europe. MAC mission designators appeared rapidly on the control boards of the wing's airlift command post.

dependents "activated"

Brigadier General George H. Wilson, commander of the 445th Wing, was on the scene immediately after hearing the news of the President's decision. One of his first steps was to schedule a briefing of the wives and dependents of the unit's personnel. Because of the large number of persons attending, the meeting was held in a huge C-124 nose dock on the Dobbins flight line. In addition to extending an official welcome, General Wilson and a panel of key staff officers explained the rights, privileges and benefits to which the dependents are entitled now that they are a part of the active Air Force.

In explaining the significance of the action, General Wilson said: "This call-up came at a strategic time in our history. We have shown the American people there are those who still love their country and are willing to sacrifice for it. You have made and will make sacrifices as a result of this sudden call up. But, typical of American wives and families, you have responded admirably. I am as proud of you as I am of your husbands, fathers, and sons. These men love their country and they love you—their families—or they would not have participated in this program of readiness. Now that you are part of the Air Force family, we share this concern for your welfare."

Television cameras panned the rows of intent faces, searching for a tear, an expression of anxiety or look of fear. Newspaper and magazine photographers watched closely for any sign of unusual emotion. All eyes were fixed on the commander and his briefers.

The general concluded: "The Military Airlift Command is a combat command, supporting our servicemen wherever they may be

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MSgt. Cosby Betts, heads a formation of Air Force Reservists of the 921st MAGp., Kelly AFB, Texas. The esprit of personnel such as those of the 921st helped make the 24-hour recall about perfect.









a/ *It was "open wide" for Michigan Reservists of the 305th Aerospace Rescue & Recovery Sq., as dental examinations were worked into the busy mobilization process. . . .* **b/** *A1C Ronald Cecilione "autographs" the sign-in roster at 904th Military Airlift Gp. Other New Yorkers, A1Cs John Cuarasico and Ralph Frulio await their turn as MSgt. James L. Bennett (l), an administrative supervisor, verifies the count . . .* **c/** *Airmen of the 305th ARRSq. learned that patience is a virtue. Long lines were common as Reservists waited to be photographed and finger-printed for their active duty identification cards and to be issued clothing. . . .* **d/** *TSgt. P. J. Neugent, a flight engineer with the Georgia-based 445th Military Airlift Wg., climbs aboard a C-124 Globemaster for the unit's first USAF mission after being mobilized.*

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on the face of the globe. To support this requirement, a 24-hour work day is necessary.

"The sun will never set on a *Dixie Wing* aircraft. When the sun rises in Georgia today, it is setting in Bangkok, Thailand, tomorrow, and when it rises in Thailand tomorrow, it is setting in Georgia today. Our airmen and our planes are at this very moment in the air over opposite oceans."

"old hat"

To some of the wives and families, this had happened before. The unit was called to the Colors during the October 1962 Cuban Crisis. Some had seen their husbands mobilized during World War II and the Korean Conflict.

To many more, this mobilization was a new experience. The wives and families of the non-prior servicemen or *six-month boys*—as they are called by their older Reserve comrades—were the faces of a new generation. This was their first test, yet they exhibited the same resoluteness as their veteran companions did.

The newest of the 445th wives, Mrs. Judith Lee Fox, three-day bride of Airman First Class William Fox, stood proud beside her husband. In her arms was a bouquet of roses presented to her by General Wilson at the briefing.

Judith and Airman Fox had wedding plans that they thought would have to be postponed because of the call up. When General Wilson learned of the conflict between nuptials and duty, he arranged for a three-day pass for the airman and the wedding went off as scheduled.

"I really feel that I am part of the Air Force family," beamed Mrs. Fox.

Other wives had more sobering, but positive opinions. Mrs. Shaddix, wife of Major Jesse Shaddix and mother of Airman James S. Shaddix said, ". . . We'll make it. We feel they are doing their duty, and we knew this could happen sometime."

A stranger to the scene would have had difficulty realizing that just hours before, these men and their families were deeply involved in normal civilian pursuits.

This mobilization found the wing in its best form. It had survived the deactivation of two of its groups in 1965 and steadily progressed from initial conversion from C-123 aircraft to the giant C-124 *Globemaster* and a strategic airlift mission.

In 1967, as a Reserve unit, the wing flew a total of 97 missions to Europe, 15 to Southeast Asia and 20 missions in the Caribbean.

The officers and airmen of the *Dixie Wing*, supported by their wives and families, stand *Ready Now*—a distinctive part of the aerospace team ready for whatever task lies ahead.

Their attitude again has reminded the nation of the value of the Citizen-Airman and his capability for immediate response.

good excuse

The reaction of the *Dixie Wing* Reservists was typical. Reports from the other activated units confirm the similarity of the response . . . just a handful of absentees, and those well accounted for.

Staff Sergeant Luis Mireles of the 921st Military Airlift Group, Kelly AFB, Texas, was among the missing. But, he had a darn good excuse. He was in Vietnam when the Friday reporting deadline arrived. As a Civil Service aircraft sheet metal worker, he had been temporarily assigned to a Rapid Assistance Maintenance team assisting with the repair of battle damaged planes.

On the other side of the country, the 1,000 members of the 349th Military Airlift Wing at Hamilton AFB, California, reacted in much the same fashion as the *Dixie Wing* Reservists.

Technical Sergeant Edwin McSorley was late reporting. . . . he was in Philadelphia, Pennsylvania, when he got the word. Others who failed to report on time were as far away as Japan and Taiwan.

Family life and employment can be disrupted by a call up. However, members of the Air Reserve Forces again proved they were prepared for the transition.

Airman First Class Michael A. Smith of the wing's dispensary is a graduate in journalism and was working full-time teaching evening school when the call up came. To ease the pay cut, his wife—also a student—took a job.

For Technical Sergeant James R. Hursh, the call came on the heels of a promotion in his civilian job and right in the middle of a training course. He is working at night when he can.

Major William C. Foth, assistant director of Materiel, has a wife

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Reservists of 445th MAWg., Dobbins AFB, Ga., and dependents crowd a C-124 nose dock following unit's activation, to hear staff officers brief them on their rights and benefits.



Q&A

OFFICIAL ANSWERS TO FREQUENT QUESTIONS!

Pertaining to Call-up:

My squadron was mobilized on January 26, 1968. I will finish my six-year obligation on April 17, 1968 and want to stay on active duty. Will it be possible to remain with my squadron? ◇ ◇ ◇ You may re-enlist for your own vacancy or extend your enlistment.

If a Reservist is individually ordered to extended active duty either voluntarily or involuntarily, who will publish his orders? ◇ ◇ ◇ Air Reserve Personnel Center, Denver, Colorado, will publish orders on all non-unit assigned Reservists. (AFM 45-2)

I am an airman with four years of extended active duty. I have 19 months military service obligation remaining. Am I subject to involuntary active duty at this time? ◇ ◇ ◇ Since you are assigned to Headquarters Continental Air Command, ARPC, Obligated Reserve Section (ORS) with availability classification Code AA (*Ready*), you may be required to augment the USAF during partial or full mobilization in the event of a national emergency or when otherwise authorized by law. (Chapter 39, AFM 35-3)

If a Reservist is involuntarily ordered to extended active duty, how much advance notice is provided? ◇ ◇ ◇ A Reservist ordered to extended active duty as a result of an emergency declared by the President, or the Congress, is normally given at least 30 days notice unless it is determined by the Secretary of Defense that the nature of the emergency does not permit a 30-day alert notice. (AFM 45-2)

May members of the Standby Reserve be ordered to extended active duty involuntarily as filler personnel during an emergency declared by the President? ◇ ◇ ◇ No, *Standby* Reservists cannot be ordered to extended active duty involuntarily except when authorized by the Congress. (AFM 45-2)

The latest order to active duty has involved only unit personnel. Is it possible that individuals will be ordered to fill shortages in the mobilized Air Reserve Forces units? ◇ ◇ ◇ It is possible for the Secretary of the Air Force (under authority of an Executive Order) to order individuals to extended active duty involuntarily to alleviate shortages in Air Reserve Forces as well as active force units. (Individuals not in units are encouraged to volunteer for active duty with the recently mobilized units. Period of active duty will be the same as for personnel mobilized with their unit. See recent changes to AFR 45-21 and 45-26.)

I am an Air Force Reservist and will complete my military service obligation on April 4, 1968. Can I be ordered to extended active duty because I am not now assigned to an Air Force unit? ◇ ◇ ◇ Obligated Reservists are subject to extended active duty in time of a national emergency. If individual *Ready* Reservists are ordered to extended active duty because of an emergency, their military service obligation can be extended to cover the period of required active service. (AFR 45-2)

Are Reservists individually ordered to extended active duty (EAD) given examinations to determine physical qualification? ◇ ◇ ◇ Yes, non-unit assigned Reservists are normally placed on a 15-day tour of active duty for extended active duty processing and determination of physical qualification. Those not physically qualified are returned to the point from which they departed for active duty. Qualified Reservists are placed on extended active duty by the Consolidated Base Personnel Office responsible for EAD processing. (AFM 45-2)

When Air Reserve Forces members are ordered to active duty involuntarily, how long can they be required to serve? ◇ ◇ ◇ They may be ordered to extended active duty by the President for periods not to exceed 24 months from the effective date of duty or for longer periods in an emergency or state of war declared by Congress. (AFM 45-2)

Is an Air Force Reservist recalled to extended active duty as a filler entitled to dependent travel, movement of household goods and other PCS entitlements? ◇ ◇ ◇ Yes, all Reservists recalled to extended active duty are entitled to movement of dependents, shipment of household goods and other travel and movement entitlements unless the orders preclude these entitlements. (AFM 45-2)

The Air Force Reserve unit to which I am assigned has been mobilized. As a draft-deferred airman, will I be discharged from the Air Force Reserve upon completion of my tour of active duty? ◇ ◇ ◇ Only if you have completed your military service obligation. (AFM 35-3 and 300-4)

General Questions:

If I request transfer to the Retired Reserve Section, will my retirement pay be computed on the value of each point at time of transfer, or at the time I attain age 60? ◇ ◇ ◇ Retirement pay is computed at the rates in effect when such pay is granted and is based on the total number of retirement points accrued during the entire military career. (AFM 35–7)

Are points and service earned in another military branch acceptable in the computation of creditable service for retirement at age 60? ◇ ◇ ◇ Yes. Points and service earned in any branch of the military service are creditable when such service is verified. If a Reservist has a break in service his retirement retention date changes. If he is discharged the day prior to enlistment in a different branch of service, he will have no break in the date his retirement year begins. (AFM 35–7)

news







a/ *Capts. Ogrodowski (l) and Mackiw, and SSgt. Mankamyer (r) check equipment on a 171st Aeromed Airlift Gp. C-121. This unit will be featured in the next issue of 'The Air Reservist.'*

b/ *Maj. Robert Minerich (r) . . . first Reservist to receive C-141 training at MAC's Tinker AFB, Okla., school under the Associate Unit concept. At left is Col. Jerome Triolo, comdr. of MAC's 443rd MAWg. at Tinker.*

c/ *TSgt. Donald D. Thomas, CAC and CAP-USAF's "Airman of the Year" accepts a desk piece from CMSgt. C. J. Taylor during a luncheon at Maxwell AFB, Ala.*

ARPC computers 'ready' for mobilization

The Air Reserve Personnel Center (ARPC) swung into high gear shortly after it received news of the mobilization.

While awaiting activation orders on personnel, ARPC computers screened master tapes to identify and list individuals assigned to the recalled units. Master personnel records of these Reservists were updated and prepared for shipment to the Military Personnel Center at Randolph AFB, Texas.

As in the Cuban Crisis, the Reservisits were recalled by units. This limited ARPC's functions to informing Headquarters United States Air Force and major commands of available personnel.

Senate confirms first Chief, Air Force Reserve

Major General Tom E. Marchbanks Jr., was confirmed by the U.S. senate on February 16, 1968, as the first Chief Air Force Reserve and promoted to his two star rank.

General Marchbanks takes over the Office of Air Force Reserve created by *Public Law 90-168*. He appeared before the Senate Armed Services Committee on Thursday, February 15, and was unanimously approved for the position to which the President had nominated him.

More groups join MAC's 'associate unit' program

Two more Air Force Reserve Tactical Airlift groups will phase into the Military Airlift Command's (MAC) new *Associate Unit* program this summer.

The new groups are the 912th of Willow Grove NAS, Pennsylvania and the 903rd of McGuire AFB, New Jersey. They will be redesignated Military Airlift Groups (Associate), making a total of four such units that will provide aircrews, maintenance support and aerial port augmentation for MAC active duty C-141 *Starlifter* units.

The 912th will relocate at Dover AFB, Delaware and will be attached to MAC's 436th Military Airlift Wing for training. The 403rd will train with the 439th Military Airlift Wing at McGuire.

Previously, the 944th Tactical Airlift Group of March AFB, California, was redesignated and moved to Norton AFB, California, this month. It is attached to MAC's 63rd Military Airlift Wing. Also joining the *Associate* program this summer will be the 939th Tactical Airlift Group, Portland IAP, Oregon. It will relocate at McChord AFB, Washington, where it will be assigned to MAC's 62nd Military Airlift Wing.

Early next year, the 943rd Tactical Airlift Group at March, will be deactivated. However, its subordinate squadrons and aerial port flight will relocate at Norton and will be assigned to the 944th Military Airlift Group (Associate).

Another mission for Air Guardsmen

Something new has been added to Tactical Air Command's East-West courier service flights . . . Air Guardsmen and their aircraft.

At TAC's request, the Air National Guard took over the responsibility for the regularly scheduled missions on February 5. Flying C-121s and C-97s, the aircrews make the trip from Langley AFB, Virginia, to Nellis AFB, Nevada, every Monday and Thursday. James Connally AFB in Texas is used as an enroute stop for the purpose of refueling the aircraft and to give the aircrews a rest.

The flying end of the mission is handled by members of the 171st Aeromedical Airlift Gp., Pittsburgh, the 111th Military Airlift, Gp., Willow Grove, and 193rd Tactical Electronic Warfare Gp.,Olmsted Airport, all in Pennsylvania; and the 167th Military Airlift Gp., Martinsburg, West Virginia.

Public Law opens doors to the 'Ladies'

WAF in the Air National Guard? Yep! Public Law 90-130 (passed last November) opened the door for the *fairer* sex. The initial recruits will join the ANG force this summer. The WAF-ANG program will follow approximately the same regulations and directives as for active duty WAF.

The "ladies" will have equal opportunities for training, assignments, promotions and positions of responsibility, including supervision of male and female personnel. They also will be considered for Air Technician positions.

Separate quotas and waiting lists will be maintained for them to attend the Air Force's basic training courses, technical schools and Officer Training School.

of Mikes and Men and 'Aeroplanes'

1



2



3



4



HE'S A "WANTED" MAN. . . . On the Fourth of July 1965, Captain Harry E. Peabody, a B-52 bomber pilot with Strategic Air Command, was setting off a special brand of *fireworks* over Vietnam. It was the second of what were to become hundreds of U. S. air strikes against the Viet Cong. Today, Captain Peabody is an Air Force Reservist with the 442nd Military Airlift Wing at Richards-Gebaur AFB, Missouri. He is busily engaged in a training program that eventually will land him in the aircraft commander's seat of a C-124 *Globemaster*. The Captain, is typical of the more than 300 rated officers, who in the past two years, have joined Air Force Reserve units after being released from active duty. Why does a former combat pilot with 29 missions, a pretty wife, three children and a responsible job training flight engineers for a commercial airline want to be an Air Force Reservist? "I like being a pilot," says Captain Peabody. "Some people have an ambition to be president. I'd just as soon fly an airplane. For me it's an opportunity to maintain pilot proficiency." Officers like the captain are "wanted" men. They are the dedicated professionals who help keep the Air Force Reserve *Ready Now* . . . an organization trained to augment the regular Air Force at a moment's notice in the event of a war or a national emergency.

1

GOT AN OLD JUG? . . . Hawaii Air Guardsmen will be glad to take it off your hands if it's the right kind. They want a P-47 *Thunderbolt*, the plane nicknamed the "Jug" by World War II fighter pilots. For more than two years, 154th Fighter Group members have searched high and low for a P-47 to add to their "Aircraft Hall of Fame." The collection will include every type of aircraft flown by Hawaii Air Guardsmen. They will be displayed in a park within the ANG complex at Hickam AFB. Veteran pilots of the 154th flew P-47s in the Pacific, earning battle honors in the Ryukyus campaign and a *Distinguished Unit Citation* for action over Korea in 1945. Captain Eddie H. Anderson, project officer for the "Jug hunt," has failed to come up with a *Thunderbolt*, although he has tracked down leads throughout the United States, and as far away as Guatemala and Puerto Rico. Having exhausted every available lead, Captain Anderson is calling on the public for help. If you have seen a "Jug" recently, write him at the Public Information Office, 154th Fighter Group, Hickam AFB, Hawaii 96553.

2

THEY COMMUNICATE. . . . A 29-man Air Force Reserve unit reported for two-weeks of active duty. "Routine?" Not to the active duty personnel of the Air Force's 1918th Communications Sq. at Scott AFB, Illinois. To them, it was welcome news. The Reservists were members of the 932nd Communications Flight, also located at Scott. They immediately pitched in to help their active duty counterparts overcome a good portion of a steadily increasing workload. They put in shifts as radio operators, telephone installers, teletype equipment repairman, and helped man the Scott Aeronautical and MARS stations. Their presence delayed the requirements for an extra 12-hour shift for the shorthanded Regulars. The professionalism of these Reservists is based on years of training and—in many cases—the similarity of their civilian occupations. Technical Sergeant John T. Nowlin (opposite page) is typical of these dedicated men. As a civilian, he is employed by the Headquarters USAF, Communications Center at the Pentagon in Washington, D.C. On training weekends, the Sergeant utilizes his skills at Andrews AFB, Maryland, where he is a supervisor with the 909th Communications Flight. There, Sergeant Nowlin works at the message transmit-and-receive terminal making sure the right knobs are twisted on the complex panel of a Univac 1004 machine. There are 40 such flights in the Air Force Reserve—one for each airlift group. AFCS is the gaining command for 155 units manned by nearly 10,000 Air Reserve Forces' communicators. Eleven ANG and five AFRes units were ordered to active duty in January. In addition to the flights, there are more than 100 mobilization augmentees in AFCS.

3

ANG'S SIXTY-MINUTE-MEN "Good morning. It's 7 a.m., *Guard Countdown* time." This early morning greeting kicks off an hour of music, news and weather reports aimed at 1,300 California Air Guardsmen of the 146th Military Airlift Wing and residents of San Fernando Valley. Many Guardsmen catch the program on their way to the Van Nuys ANG Base for monthly training. *Guard Countdown* is aired every drill Sunday over KGIL, a 5,000-watt radio station covering the Los Angeles area. Its format includes flying and general weather forecasts, time checks, base news and Guard promotional material in addition to the station's regular programming. Originators of the idea are Sergeants Stephen K. Nenno and Dennis E. Doty. They team with KGIL disc jockey Josh King to keep the show moving at a fast pace. Sergeant Nenno is a television operations manager for Hollywood's KHJ-TV. Sergeant Doty is an American Broadcasting Company television unit manager in Hollywood and has worked on such programs as Hollywood Palace. Since 1964, the sergeants also have produced a half-hour program called *This Is the Air National Guard*. It is heard bi-monthly on Sunday evenings over KGIL and features interviews with wing officers and airmen. The pair also has produced spot announcements about the 146th which are distributed to radio and television stations in southern California. If you're in the Van Nuys area on March 10th—tune in for *Guard Countdown*.

4

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are the keys to the list of units with vacancies and the grades indicate the highest grade position available. For information an listed positians, write directly to the unit using address given.

KEY	UNIT
1.	542nd Medical Service Flt., Maxwell AFB, Alabama 36112
2.	527th Med. Serv. Flt., Elmendorf AFB, Alaska, APO Seattle 98742
3.	162nd Fighter Gp., P.O. Box 11037, Tucson, Arizona 85706
4.	486th Medical Service Flt., Williams AFB, Arizona 85225
5.	514th Medical Service Flt., Beale AFB, California 95903
6.	144th Ftr. Gp., 5425 E. McKinley Ave., Fresno, California 93727
7.	81st Maint. Sq. (Mobile), McClellan AFB, California 95652
8.	81st Supply Sq. (Mobile Support), McClellan AFB.
9.	63rd Air Base Gp., Norton AFB, Califonria 92409
10.	518th Medical Service Flt., Vandenberg AFB, California 93437
11.	421st Medical Service Flt., Orlando AFB, Florida 32813
12.	453rd Medical Service Flt., Patrick AFB, Florida 32925
13.	458th Medical Service Flt., Patrick AFB.
14.	432nd Medical Service Flt., Tyndall AFB, Florida 32401
15.	34th Maint. Sq. (Mobile), Robins AFB, Georgia 31093
16.	26th Medical Service Sq., Chanute AFB, Illinois 618866
17.	481st Medical Service Flt., Chanute AFB.
18.	Hq. Air Weather Service, Scott AFB, Illinois 62225
19.	426th Medical Service Flt., Scott AFB.
20.	512th Medical Service Flt., Forbes AFB, Kansas 66620
21.	466th Medical Service Flt., England AFB, Louisiana 71301
22.	159th Fighter Gp., USNAS, New Orleans, Louisiana 70140
23.	438th Medical Service Flt., Richards-Gebaur AFB, Missouri 64030
24.	510th Medical Service Flt., Whiteman AFB, Missouri 65303
25.	28th Medical Service Sq., Offutt AFB, Nebraska 68113
26.	33rd Medical Service Sq., McGuire AFB, New Jersey 08641
27.	454th Medical Service Flt., Kirtland AFB, New Mexico 87117
28.	109th Military Airlift Gp., Schenectady Co. AP, New York 12301
29.	428th Med. Service Flt., Hancock Fld., Syracuse, New York 13225
30.	431st Medical Service Flt., Niagara Falls MAP, New York 14306
31.	504th Medical Service Flt., Grand Forks AFB, North Dakota 58201
32.	4th Maintenance Sq. (Mobile), Wright-Patterson AFB, Ohio 45433
33.	4th Supply Sq. (Mobile Support), Wright-Patterson AFB.
34.	23rd Medical Service Sq., Wright-Patterson AFB.
35.	10th Maintenance Sq. (Mobile), Tinker AFB, Oklahoma 73145
36.	10th Supply Sq. (Mobile Support), Tinker AFB.
37.	118th Military Airlift Gp., P.O. Box 3601, Nashville, Tenn. 37217
38.	96th Maintenance Sq. (Mobile), Kelly AFB, Texas 78241
39.	480th Medical Service Flt., Webb AFB, Texas 79720
40.	7th Maintenance Sq. (Mobile), Hill AFB, Utah 84401
41.	449th Medical Service Flt., Hill AFB.
42.	27th Medical Service Sq., Langley AFB, Virginia 23365
43.	11th Mil. Airlift Sup. Sq. (Mobile), McChord AFB, Wash. 98438
44.	509th Medical Service Flt., F.E. Warren AFB, Wyoming 82001
45.	64th Aeromedical Evacuation Flt., Dobbins AFB, Georgia 30060
46.	181st Tactical Ftr. Gp., Hulman Fld., Terre Haute, Ind 47803

Officer

A/C Maint.: (Capt.) 7, 35.
Dental: (Maj.) 24.
Engineer: (Capt.) 34.
Flight Nurse: (Maj.) 28, 45.
Intelligence: (Capt.) 9.
Legal: (Capt.) 9.
Medical: (Col.) 16, 19, 42. (Lt. Col.) 4, 5, 13, 14, 21, 23, 39. (Maj.) 1, 2, 10-12, 17, 20, 25-27, 31, 41, 44.
Medical Service Corps: (Maj.) 4, 11, 19, 27, 28.
Nurse: (Lt. Col.) 10, 16. (Maj.) 2, 28. (Capt.) 1, 4, 12, 13, 17, 20, 21, 23-26, 31, 34, 41, 42, 44. (Lt.) 14.
Pilot: (Maj.) 28.
Security Police: (Capt.) 9.
Veterinary: (Maj.) 4, 10, 12, 13, 21, 27, 41.
Weather: (Capt.) 18.

Airman

Acct. & Finance: (SSgt.) 9.
Administrative: (CMSgt.) 26. (TSgt.) 43.
A/C Electrical Repair: (TSgt.) 7, 40.
A/C Fuel Systems: (MSgt.) 7. (SSgt.) 40.
A/C Maintenance: (CMSgt.) 9. (MSgt.) 38. (TSgt.) 15, 32, 35. (SSgt.) 7, 40.
Airframe Repair: (MSgt.) 7. (TSgt.) 40.
Ariframe Systems: (SSgt.) 38.
Comd. & Control: (MSgt.) 43.
Communications/Electronics: (T-Sgt.) 43. (SSgt.) 35. (Sgt.) 38.
Egress Repair: (TSgt.) 7.
Flight Engineer: (TSgt.) 6.
Food Service: (MSgt.) 16.
Instrument Repair: (SSgt.) 7.
Medical: (SMSgt.) 34. (MSgt.) 5, 16, 17, 20, 27. (TSgt.) 12, 13, 19, 23, 24, 29-31, 44. (SSgt.) 2, 11, 39.
Metal Working: (SMSgt.) 7, 15, 35, 38. (TSgt.) 32.
Small Arms Instr.: (SSgt.) 15.
Stenographer: (SSgt.) 16.
Supply: (MSgt.) 33, 35. (TSgt.) 43. (SSgt.) 8.
Trans.: (TSgt.) 8, 33, 35, 43.
Weapons Control Systems: (T-Sgt.) 7. (Sgt.) 40.
Weather: (TSgt.) 18.

ANG Technician

(Air Operations Specialist, NGC-5) 6. AFSC 27130/50.
(Instrument Trainer Technician, NGW-12) 46. 34151/34171.
(Mechanic, C-54, NGW-12) 22. 43171A (Flying status required.)
(Parachute Rigger & Repairman, NGW-11) 3. 581XO.

HQ COMD Positions

Officers and airmen: Headquarters Command has a number of positions available in the Washington, D.C. area for qualified Reservists in AFSC's listed below.

Officers — *Medical* (Lt. Col. & below), most AFSC's; *Intelligence* (Lt. Col. & Maj.) 8016; *Research & Development*/Technical Intelligence (Capt.) 2895H; and Development Engineer (Maj.) 2816; *Communications* (Capt.) 3034; *Scientific*/General Mathematican (Majs. & Capts.) 2625A; and Staff Scientist (Maj.) 2616; *Political*, International Affairs (Cols. & Lt. Cols.) 0216. Airmen — *Medical* (CMSgt. & below), most AFSC's; *Civil Engineering* (MSgt. & below), most AFSC's; *Intelligence* (CMSgt. & below) 203XO and 204XO. Other positions also are open in most career fields for TSgt. and below. Qualified Reservists will find excellent promotion opportunities. Apply to: Headquarters Command (PRP), Attn: SSgt. Thompson, Bolling AFB, D.C. 20332.

AFRes from Page 9

and five children. His reaction: "This isn't the first time." He was on active duty in World War II, during the Korean Conflict and the Cuban Crisis.

For many, the opportunity to return to their civilian job will be relatively easy.

First Lieutenant Stephen J. Cooper has been teaching engineering at a nearby Junior College. The school has given him a military leave of absence. They also have made provisions for him to return with no loss of seniority or raises when he is released.

Staff Sergeant Joel E. Rubey also has job security with the *McGraw Hill Book Co.* The company gives Reservist-employees up to two weeks pay as a call up bonus. Like most Reservists, he is guaranteed a job when he returns.

Another young man who was affected by the call up was Sergeant Paul D. Rose. As promotion manager for *Fantasy Records*, Paul heads the department which *pushes* Rock 'n Roll music. While the unit remains at Hamilton, he is continuing to work at his job after duty hours. His wife of five months first thought Sergeant Rose was joking when he called to tell her that he had been recalled. Finally, he said, "go listen to the radio."

After hearing the announcer confirm the 349th's call-up, she said: "Don't worry, I'll go with you if you have to go to another base." And so they came. First in a trickle and then by the hundreds.

Once again our Air Force Reservists have proven their capability to respond quickly when needed. Even more significant than the quick and almost total response is the fact that shortly after mobilization the units were in the MAC system flying missions.

Major General Tom E. Marchbanks, Jr.
Chief Air Force Reserve



PEOPLE...

Major Jack H. Bender Jr., an editorial cartoonist for the Waterloo (Iowa) Daily Courier, and a mobilization augmentee to the office of the Chief of Air Force Reserve (AFCOR), contributed this month's cover. He joins Lt. Col. McGowan Miller of the 9215th AFRes Sq. Information, New York City, as a guest cartoonist for The Air Reservist magazine. ◇ ◇ ◇ Airman Louis B. Scozzafava, a Reservist with the 914th Tactical Airlift Gp., Niagara Falls, New York, says his military training helped him save the life of an 82-year-old man. While vacationing in Miami, Florida, he spotted Nathan Tiger floating face down. Minutes later, Scozzafava and two teenagers had the drowning man ashore and breathing again following mouth-to-mouth resusitation.

Staff Sergeant John W. Obradovich, 126th Air Refueling Sq., Gen. Mitchell Field, Wisconsin, is the possessor of a letter of commendation honoring his performance during ANG's operation *Guard Strike I* at Bakalar AFB, Indiana, last July. What did he do? He coordinated midair refueling operations for 16 fighter, 11 reconnaissance and 5 tanker units under simulated combat conditions, charted fuel supplies and communicated load information. ◇ ◇ ◇ The 415th Bomb Gp. (1942-45) will hold its first reunion July 12-14. Former B-24 crew and ground personnel of the 415th can contact Rudolph Schmeichel, 11829 Broadmoor Dr., Dallas, Texas, 75218, for details. ◇ ◇ ◇ Two Connecticut ANG pilots—Captains Frank A. Bastidas and Stanley Hopperstead of the 103rd Fighter Gp., are helping test-fly the F-111 variable sweep wing plane as civilian pilots with the Pratt and Whitney Aircraft Corp.

Texas Governor John Connally and Mayor W. W. McAllister of San Antonio were among the keynote speakers addressing the more than 2,300 civilian and military leaders attending the National Security Seminar at Trinity University, San Antonio, in mid-January. Members of the Fourth Air Force Reserve Region headquarters helped host the seminar which is a nationwide program presented by the Industrial College of the Armed Forces, Washington, D. C. ◇ ◇ ◇ Retired Air Force Lieutenant Colonel Lyman L. Woodman, a former editor of *The Air Reservist* (Mar. '50-Feb. '53) is still an active writer. His latest article about some 900 retired military people now living in Alaska appears in the March issue of *Alaskan Sportsman*. His son, First Lieutenant Kent L. Woodman, now attending school at Maxwell AFB, Alabama, contributed the Alaska ANG's 144th Air Transport Sq. feature story in the (Dec. '67/Jan. '68) *Air Reservist*.

At least six father-and-son teams were reported among the more than 1,100 Georgia Air Force Reservists called to active duty in January. All of the Reservists are assigned to the 918th Military Airlift Gp., or Hq., 445th Military Airlift Wg., both at Dobbins AFB. Now serving on active duty are: MSgt. Robert Lee Banks and son A1C Thomas; CWO James E. Tudor and son Amn. Michael; SMSgt. John L. Pennington and son Amn. John L. Jr.; Col. Carl F. Rudder and son Amn. Danny; Maj. Jesse Shaddix and son A1C James; and Lt. Col. Tom T. Fellows and son Amn. Tom T. Jr.

the air reservist

Vol. XX—No. 2 March 1968

Air National Guard **Air Force Reserve**

Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

EDITOR: **Fred E. Giachino**

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SMSgt. Paul E. Collins
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The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER . . . The January call up of more than 14,000 members of the Air Reserve Forces inspired AFRes Major Jack Bender (see PEOPLE) to create this story-telling cover. Expect more of his work in future issues.

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver Colorado, 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

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reserve camera

new active duty family

- women in uniform
- wives and mothers
- fathers and sons



a/ SSgt. Don R. Fogle and his wife, Diana, complete one of the steps involved in processing dependent papers during the activation procedure. Sgt. Fogle is a weapons mechanic with the ANG's 121st Tac. Ftr. Gp., at Lockbourne AFB, Ohio

b/ Airman Ernesto Lopez of the Air Force Reserve's 921st Military Airlift Gp., Kelly AFB, Texas, bids his wife and son a temporary farewell. Mrs. Lopez accompanied her husband to the base when he reported for change to active duty status.





c/MSgt. Robert L. Banks and son Thomas (r) are one of many father-son combinations who reported for active duty January 26. Both are members of the AFRes 445th MAWg., Dobbins AFB, Ga.



d/The Wilkersons—Capt. Duffy G. and Maj. Hugh D.—a husband and wife team who made the transition to active duty status together. She as a nurse and he as a pilot with ANG's 189th Tac. Recon. Gp., Little Rock AFB, Ark.

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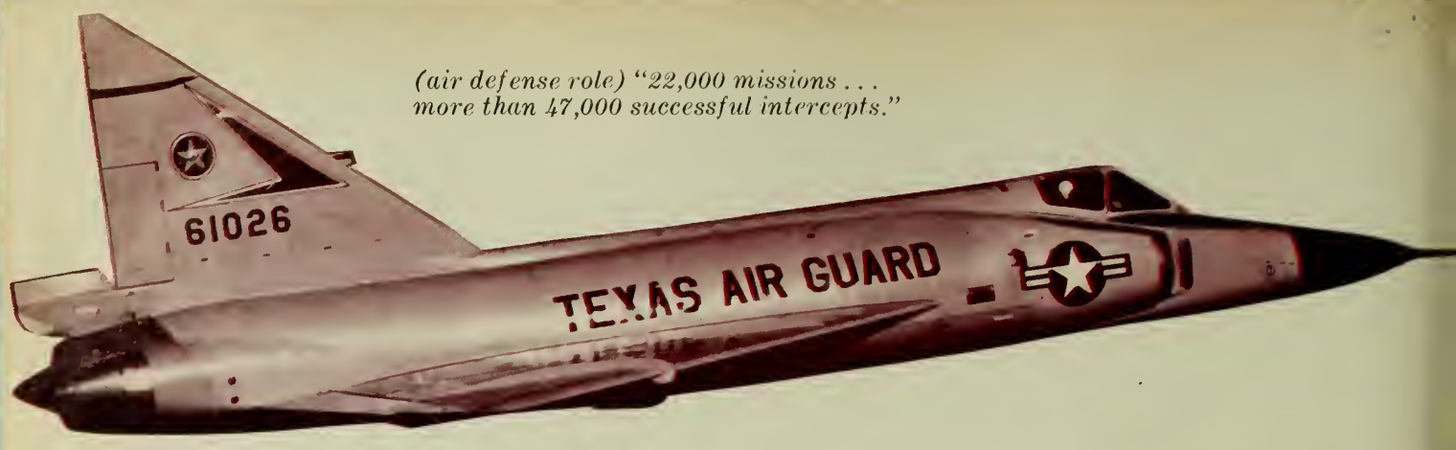


GEN. JOHN P. McCONNELL

"the indispensable elements..."

APR 30 1968

OFFICIAL MAGAZINE OF THE AIR NATIONAL GUARD AND AIR FORCE RESERVE



(air defense role) "22,000 missions . . . more than 47,000 successful intercepts."

by Gen. John P. McConnell

"the indispensable elements..."

[*The following are excerpts from the Air Force Chief of Staff's Posture Statement to the Senate Armed Services Committee (Feb. 19-20).*]

Our Air Reserve Forces . . . constitute the major resource of airpower augmentation that is immediately available for meeting multiple contingencies as has been demonstrated time and again. This point was brought home most recently by the call up of more than 14,000 members of the Air Reserve Forces to strengthen our military posture. On a day-to-day basis, our Air Reserve Forces also represent integral and indispensable elements of the Air Force posture in strategic defense, general purpose, airlift and support mission areas. The nation has every reason to be proud of their accomplishments and to give a special tribute to the "citizen airmen," their families and their employers for the extensive sacrifices being made for their country.

The Air Reserve Forces on January 1, 1968 included flying and nonflying units with 2,284 aircraft assigned and total *Ready* Reserve manpower of more than 285,000. The Air Force Reserve has over 44,000 people in 246 units and was assigned 523 aircraft. Personnel in the Air National Guard total more than 85,000 in 92 flying squadrons plus 257 ground units supporting those squadrons. At the end of 1967, the Air Guard was assigned 1,761 aircraft.

The accomplishments of the Air Reserve Forces over the past year have been remarkable. In addition to furnishing supplemental airlift for Southeast Asia requirements, AFRes crews in calendar year 1967 supported the Military Airlift Command (MAC) on airlift missions to Europe, Africa, the Middle East, the Far East and Central and South America. The Air Force Reserve also flew over 40,000 hours carrying more than 68,400 passengers and 12,000 tons of cargo in support of other agencies of the Department of Defense.

(humanitarian) "deliveries under hazardous conditions."



During CY 1967, Air Force Reserve and Air Guard airlift units transported over 1,000 revenue traffic passengers and 21,000 tons of cargo to Southeast Asia in support of MAC requirements. . . . These accomplishments are a tribute to the dedication and competence of the Air Reserve Forces.

Air Force Reserve Aerial Port Squadron personnel, during their active duty tours, continue to support MAC in active aerial ports. This augmentation has not only increased the readiness of Reserve personnel but has also been of particular value in expediting the movement of vital traffic for Southeast Asia.

unique support

Air Force Reserve Air Rescue and Recovery units continue to fly missions in support of the active force and the National Aeronautics and Space Administration. An example of special interest was their unique support for a series of high altitude sampling missions conducted by the Air Force Systems Command over Puerto Rico, Alaska, the Panama Canal Zone and England. To relieve the pressure on an already heavily committed active force, the Air Force Reserve flew numerous rescue and recovery missions over water areas adjacent to the sampling zones.

Also in CY '67, the Air Force Reserve compiled an impressive record of support actions in the

professional fields, though usually these activities are unpublicized. Air Force Reserve Judge Advocate General officers spent more than 6,500 hours in legal assistance actions while some 1,900 varied services were performed by Reserve Chaplains. These activities and services were predominantly in support of the active establishment. The legal actions alone represent a saving of over $130,000. In addition, medical personnel of the Air Force Reserve performed over 491,000 medical activities including dental and physical examinations, immunizations, and laboratory services. These medical services were performed by Reservists for both active as well as Reserve personnel.

The Air National Guard has been equally impressive in its accomplishments. In June 1967, the Air Guard completed its 1,000th airlift mission to Southeast Asia since it initiated this type of support in December 1965. In addition, Air Guard airlift support to MAC in CY '67 included over 1,700 overseas round trips to Labrador, Greenland, Alaska, the Congo, Australia, the Dominican Republic and elsewhere.

Air Guard Aeromedical Evacuation operations include weekly missions to such places as Puerto Rico, Panama, Cuba, Bermuda, Newfoundland and Alaska. In CY '67, ANG Aeromedical Evacuation units flew 386 missions carrying more than 3,050 patients.



(aeromedical) "weekly missions to . . . Puerto Rico, Panama, Cuba, Bermuda, Newfoundland and Alaska . . . more than 3,050 patients."

The general purpose forces of the Air National Guard provide close air support and reconnaissance operations in conjunction with forces of the Tactical Air Command (TAC) and in support of the Army. In the past year, Air Guard tactical forces inaugurated a new program of support for overseas air commands on a regular basis. The Air Guard deployed air refueling units to Europe to provide refueling training and emergency services for the tactical forces of United States Air Forces in Europe. This program is scheduled to continue through FY '68.

ANG units were used extensively in emergency and disaster relief missions last year. As an example, the Alaska ANG Air Transport Squadron flew 138 evacuation and cargo sorties during the August flood, the worst in Alaskan history. During the same month, the Puerto Rico Air Guard flew four mercy missions for the Venezuela Red Cross carrying food, clothing and medicine for the relief of Venezuelan earthquake victims.

humanitarian

Active and Air Force Reserve tactical airlift forces also made emergency deliveries to Army units fighting forest fires in Idaho. Airlift forces of the Tactical Air Command and the Air Reserve Forces transported food, blankets, and sandbags to stricken areas in Texas and to Acapulco, Mexico, in the wake of floods created by *Hurricane Beulah*. As a result of heavy snowstorms and ensuing floods in Arizona, both active and Reserve airlift forces conducted numerous rescue missions for the relief of Navaho Indian families and Mexican nationals as well as hay drops to stranded livestock. The Air

see McConnell page 4



(rescue) "support of the active force and National Aeronautics and Space Administration."



(aerial port) "have also been of particular value in expediting the movement of vital traffic for Southeast Asia."



(tactical fighter) "The finest response to a call up we ever had."

Force is understandably proud of such performance under extremely hazardous and unfavorable conditions.

Perhaps best known is the participation of the Air National Guard in the air defense role. Twenty-one fighter interceptor groups operate under the control of North American Air Defense and the Aerospace Defense Command while one group provides air defense of the Hawaiian Islands under the Pacific Air Forces. During CY '67, Air Guard fighter units flew nearly 22,000 air defense missions and completed more than 47,000 successful intercepts. Their crews provided over 91,000 man-days on active runway alert.

increased readiness

Air Force Reserve and Air National Guard units are maintaining a measurable rate of progress toward increased readiness and combat capability. As we reported last year, a number of units of both components of the Air Reserve Forces were selected for increased readiness under a project called *Beef Broth*, now nicknamed *Combat Beef*. The Air Force objective in support of this project has been to provide the selected units with 100 per cent equipage and authorization for 100 per cent manning. At the end of 1967, the average *Combat Beef* flying unit had approximately 97 per cent of its equipment and 98 per cent of its authorized manpower.

As part of the Air Force Reserve modernization program, three tactical airlift groups converted from C-119G to C-124 aircraft in CY '67. An additional seven C-119 tactical airlift groups are scheduled for conversion during fiscal years 1968 and 1969. Five of these units will convert to C-141 Reserve military airlift associate units and a mobile airlift support squadron.

The two remaining units will convert to a C-130 tactical airlift group and a C-130 combat crew training unit. C-130As are programmed to enter the Reserve Forces beginning in FY '68.

A number of recent organizational and equipment changes have affected the Air National Guard force structure. Six airlift groups converted from C-97 and C-121 aircraft to C-124s. In CY '67 four other airlift groups are programmed to convert to C-124s. This conversion is programmed for completion during FY '69. In addition, four Air National Guard airlift groups are presently converting to aeromedical airlift groups. Three of these units are presently equipped with C-121 aircraft which will be used in the new mission. The fourth unit will convert from C-97s to C-121s.

One ANG fighter interceptor group converted from F-89Js to F-102As. One tactical fighter group was modernized by changing from F-86H to F-104 aircraft.

The mission of one ANG group was changed from airlift to tactical electronic warfare. As a result, some C-121 aircraft are being converted to an EC-121 configuration and the gaining command for this Air Guard unit changed from MAC to TAC.

The Air Guard's four air commando units were given U-10 aircraft as replacements for their U-6As.

The Air National Guard also activated four new weather flights, one mobile communications squadron, two aerial port flights and four aeromedical evacuation flights.

The Air Reserve Forces have made marked progress in creating and maintaining a capability to respond in time of war and other

national emergencies. From a long-range point of view, however, they continue to face many of the same problems encountered by the active forces. The veterans of World War II are advancing in age and the number of pilots continues to decline. A direct input of young pilots would be the best solution, if and when this is possible. In addition extended combat operations in Southeast Asia are likely to necessitate further slippages in our program to modernize Air Reserve Force equipment. In spite of these obstacles, the Air Force is determined to give all possible assistance to the Air Reserve Forces. Their performance in Southeast Asia and elsewhere has demonstrated their high state of readiness to provide supplementary airpower during periods of emergency.

finest response

I want to comment upon our forces which were part of the recent mobilization.

The President's Executive Order mobilized units of the Air National Guard, Air Force Reserve, and Naval Reserve to active duty for a period not to exceed 24 months. Fourteen thousand combat ready Air National Guard and Air Force Reserve personnel were ordered to report for duty no later than 2400 hours local time January 26, 1968. From the Air National Guard two tactical fighter wings including eight F-100C groups for a total of 200 aircraft, one tactical reconnaissance wing with three RF-101 groups for a total of 65 aircraft, and one reconnaissance technical squadron were mobilized. A total of 9,178 Air National Guard personnel were mobilized including 447 pilots. Of this total, 9,144 personnel, 99.6 per cent, were on board as of 2400 hours on January 26, 1968—the day of mobilization.

The Air Force Reserve reaction to the order to active duty was equally impressive. Two Air Force Reserve military airlift wings including five C-124 groups plus one HC-97 aerospace rescue and recovery squadron were mobilized. A total of 4,825 Air Force Reserve personnel were mobilized including 314 pilots. Of this total 4,717 reported by 2400 hours on January 26, 1968. This is the finest response to a Reserve Forces call up that we have ever had.



(air refueling) "new program of support for overseas commands."

(airlift) "In 1967 . . . 21,000 tons of cargo to Southeast Asia."



news

Senate approves 21 general officer promotions

Twenty-one Air Reserve Forces nominees for promotion (two to major general and 19 to brigadier) were confirmed by the Senate, February 16. Now wearing two stars are the Air Force Reserve's Major General Frank J. Puerta, mobilization asst. to commander of MAC's 22nd Air Force, and the Air Guard's Major General John P. Gifford, chief of staff, Tennessee.

Other promotions: (Brigadier General, Air Force Reserve) Dr. Theodore C. Marrs, deputy for Reserve Forces, office of the Secretary of the Air Force; Charles D. Briggs Jr., comdr., 459th MAWg.; Campbell Y. Jackson, comdr., 514th TAWg; John W. Bitner, asst. to dir., Accounting & Finance, Hq., USAF; John O. Gray, dir., Office of Information, Office, Secretary of the Air Force; Justin G. Knowlton, dep. comdr. for Augmentation Forces, 22nd Air Force; Homer I. Lewis, mobilization asst. to comdr., SAAMA; Henry J. McAnulty, asst. to Chaplain, Hq., USAF; Wendell B. Sell, mobilization asst. to comdr., Space & Missile Systems Organization; and, Farmer S. Smith, dep. asst, DCS/P for Military Personnel.

(Air National Guard) Brigadier Generals Nevin W. Dodd, asst. Adjutant General (AG) for Air, Okla.; William R. McCall Jr., chief of staff, D.C. ANG; Robert McMath, comdr., 127th Tac.Recon.Wg.; George M. McWilliams, dep. chief of staff, Miss. ANG; Leon A. Moore Jr., chief of staff, of the Fla. ANG; Richard B. Posey, chief of staff, Pa. ANG; John J. Stefanik, comdr., 102nd Tac.Ftr.Wg.; Kenneth M. Taylor, asst. AG, Alaska ANG; and, Charles S. Thompson Jr., comdr., 116th MAWg.



Brig. Gen. Campbell Y. Jackson, comdr. of 514th Tactical Airlift Wg., has stars pinned on by wife, Julia, and Brig. Gen. Pinkham Smith, vice comdr., MAC's 21st AF, at McGuire AFB, N. J.

Maj. Gen. Winston P. Wilson, chief, NGB, lauded recall response of N. Y. Air Guardsmen at Syracuse meeting.



Airlift units furnish unprecedented support

"Remarkable." General John P. McConnell used this term to describe the activities of the Air Reserve Forces in his Posture Statement before the Senate Armed Services Committee. February was more than typical for airlift units:

The Air Guard's 24 military airlift groups flew an unprecedented 115 extra missions during the last two weeks of February. They were in addition to the 110 the Air Guard normally flies each month. The aircrews concentrated on flights to Southeast Asia transporting passengers and vital supplies for the Military Airlift Command.

The Air Force Reserve's 14 military airlift groups that were not mobilized flew 104 MAC missions in February. In addition, the Tactical airlift groups have been flying *domestic* missions, freeing MAC's larger aircraft to make the long haul to Southeast Asia. The C-119 aircrews are flying 48 missions along the East Coast, from Goose Bay, Labrador, and Churchill, Manitoba (Canada), to Antigua Island in the Eastern Missile Test Range, and as far south as Howard AFB, in the Canal Zone. The primary mission of these C-119 units is to support the Tactical Air Command.

ANG opens year-round leadership courses

Approximately 5,000 Air Guardsmen are scheduled to attend the Air National Guard's academy for noncommissioned officers and airmen in the next two years.

Located at McGhee Tyson AB, Tennessee, the academy offers a five-week NCO training program and an accelerated two-week course for airmen.

The NCO Academy will be conducted on a year-round basis. The first class of 30 students is scheduled for September.

The two-week course offers airmen academic and technical training in selected skills. These 100-man classes will be conducted in June, July and August.

NGB wins Freedom award for national program

The Freedoms Foundation's *George Washington Honor Medal* was awarded to the National Guard Bureau (February 22) for its nationwide Pledge of Allegiance program during 1967.

The campaign reached millions of Americans, reminding them of the principles of freedom upon which our nation is founded. The theme was presented via a television film entitled "Pledge of Allegiance," textbooks covers, book marks and posters.

The Freedoms Foundation is a nonprofit, nonsectarian, and nonpolitical organization dedicated to the concept that freedom belongs to all people.

To this end, the Foundation encourages all citizens to "speak up for freedom" through its annual awards program. There are 22 cat-



On May 1, ANG will complete one year of refueling missions for USAFE. Col. Joseph Kovacs pilots a KC-97 over Germany.

egories such as letters from Armed Forces personnel, community programs, editorials, essays and magazine articles.

Active duty, reserve component servicemen and retired personnel are invited to enter the letter writing contest. The subject this year is "A Free Ballot—A Free Country." First place winner receives an encased George Washington Honor Medal and $1,000. Unit information officers have details and applications.

Reed Pigman Flight Scholarship

Scholarship . . . new USAF liaison officers. . . . These are highlights of recent Civil Air Patrol activities.

The *Reed Pigman Flight Scholarship* has been established by Virginia Pigman, President of American Flyers, Incorporated, Fort Worth, Texas, in memory of her late husband. It will be awarded to one CAP cadet each year. The cadet will attend the American Flyers School in Ardmore, Oklahoma, and receive a complete commercial pilot course as well as room and board. All male graduates of a CAP flying training encampment are eligible.

The selection of the cadet to receive the scholarship will be made at CAP's national headquarters, Maxwell AFB, Alabama.

Twenty active duty Air Force officers recently attended a three-day conference at CAP's National Headquarters, Maxwell AFB, Alabama. The purpose of the meeting was to acquaint them with the mission and organization of CAP and prepare them for their new duties as Air Force Liaison Officers with the CAP. They will man offices in 17 states.

AFA to honor Air Reserve Forces

The Air Force Association (AFA) holds its 22nd national convention in Atlanta, Georgia, April 2-5. The Air National Guard and Air Force Reserve will conduct commanders conferences during the meeting.

Included in the AFA agenda is the *Air Reserve Forces Seminar* (April 3). Co-moderators will be Major General Robert E. L. Eaton, USAF (retired), and Brigadier General George W. Edmonds, vice commander, California Air National Guard. Panelists: T. Edward Braswell Jr. and Frank M. Slatinshek, staff members of the Senate and House Armed Services committees, respectively; Dr. Theodore C. Marrs, deputy for Reserve Forces; Major General Tom E. Marchbanks Jr., chief, Air Force Reserve; and Brigadier General I. G. Brown, assistant chief, NGB for Air.

AFA awards to be presented include: *Outstanding ANG Unit* to 141st Fighter Group, Spokane, Washington; *Outstanding AFRes Unit* to 349th Military Airlift Wing, Hamilton AFB, California; and *President's Trophy* to an aircrew of the 305th Aerospace Rescue and Recovery Squadron, Selfridge AFB, Michigan, recently activated.

Other events include luncheons for the Secretary of the Air Force and Chief of Staff, recognition of USAF's *Outstanding Airmen for 1968* and the annual reception and dinner dance.

'Minute Man' Memorial Building

The Reserve Officers Association had added cause to celebrate February 22. The nationwide organization officially took possession of its new headquarters building at No. 1 Constitution Avenue, N.E., in Washington, D.C.

The dedication ceremony for the $1.5 million *Minute Man Memorial* building was held during ROA's mid-winter conference.

During the convention, ROA's *Minute Man of the Year Award* was presented to Representative F. Edward Hebert (Louisiana). The late Francis Cardinal Spellman was honored posthumously for his 28 years as military vicar to the armed forces. A distinguished service award went to Mr. Ed Gates, editor of the *Air Force Times*, and Lieutenant Colonel Carl W. McGeehon, *Chaplain of the Year.*



Maj. Norma Erb (r), ANG's first female nurse (1955) retired Mar. 17 from 106th MAGp., N.Y. With her are fellow retirees Col. C. Krissal and Lt. Col. E. Conroy (c).

Civil Defense work worth retirement points

Ready Reservists! Here's another way to pick up those all-important retirement points and make a contribution to your community.

Standby Reserve officers have been earning points for participating in Civil Defense activities since 1962. In February, the Department of Defense extended the authority to include *Ready* Reservists in a non-pay status.

ROA's "Minute Man of the Year," Rep. F. Edward Hebert (La.), accepts award from Capt. Vincent Primerano.



Here Come the Ai











orne Ambulances

by Maj. Norman S. Burzynski
171st Aeromedical Airlift Group

"Slapping a red cross on a door may mean that someone donated a few pennies to a worthy cause. In our case, it means that we're contributing time and effort to a mission that money can't buy."

That's how Lieutenant Colonel Donald W. Johnston, commander of the 171st Aeromedical Airlift Group, feels about expanding his unit's aeromedical activities. Since August 1965, the group's 147th Aeromedical Evacuation Flight has performed a similar mission for the Military Airlift Command.

The 171st is located at Coraopolis, Pennsylvania, and was formerly a military airlift group. Each of its aircrews has earned the *Vietnam Service Medal* in flights to Da Nang, Nha Trang, Cam Ranh Bay and Tan Son Nhut.

The 171st's medical aircrews cover one-fourth the globe giving the finest care to sick and wounded. Typical scenes: **a/** *Sgt. Russell Wallace prepares patients for takeoff from Guantanamo naval base, Cuba* **b/** *Flags outside Maj. John Dranko's cockpit represent 26 nations to which C-121 crews have traveled* **c/** *Maj. Rosemary McLaughlin boards "airborne ambulance" at McGuire AFB for a week-long trip* **d/** *Flight nurses such as 1st Lt. Mary Redding can cope with most medical emergencies* **e/** *1st Lt. Margaret Behe "needles" patient.*

It is the first of four similar Air National Guard groups to land the challenging new mission. The others will convert in July. They are: the 167th, Martinsburg, West Virginia; 161st, Phoenix, Arizona; the 153rd, Cheyenne, Wyoming.

Stressing the significance of the Air Guard support, Colonel Johnston says, "We'll be offering the Air Force a new team—an extra team of qualified pilots, navigators, flight nurses, medical technicians and loadmasters to augment the regular aeromedical evacuation flights of the 375th Aeromedical Airlift Wing at Scott Air Force Base, Illinois."

Although the mission is described as "domestic," it includes off-shore routes to Labrador, Puerto Rico, Canal Zone, Bermuda and Guantanamo naval base, Cuba.

Each of the units will fly C-121s which are easily configured to meet aeromedical needs including *soft* or carpeted floors. In addition, the aircraft is pressurized, a necessity for handling aeromedical evacuees. Three of the four groups already fly C-121 *Super Constellations*. The Arizona group presently has C-97s.

The 171st's *Super Connie*s have transported Air Guardsmen to 26 nations. Hickam, Kwajalein, Mildenhall, Rhein Main, Torrejon, Keflavik, Wake, Cubi Point, Kempo, Andersen, Lajes, Howard—and more overseas bases than can fit on the operations board at one time have seen the big "171" roll past their towers.

Many of these touchdown points will still be on the schedule for the 171st, but some new faces will be seeing them.

With just 12 nurses on board, the 171st entered the aeromed enterprise back in 1965 when it performed its first "live" mission in support of MAC's domestic aeromedical evacuation system. Off-shore missions were quickly added to the unit's capability.

The C-121 can carry 47 litter patients a distance of 2,150 nautical miles at 225 knots per hour. Since the 171st has been in the aeromedical activity, it has nursed 1,805 patients over 220,286 miles. Out of this number, 457 are listed as litter cases, 1,057 as walking and 291 as accompanied.

It is obvious that the 171st has *hacked* its mission: to develop, maintain and provide trained operationally ready units and individuals to augment USAF.

In addition to serving the military, the 171st also serves other governmental agencies and flies special missions whenever the active establishment has a need for assistance.

There are many keys to the success of such a mission—management, training, maintenance, flying and ground safety—but the men in operations share greatly in the credit. Operations must work with the trickiest table in the business. That's the manning table. The reason: the crews are made up mostly of Reservists who lead another life as civilians. Job demands, vacation schedules, business travel and family requirements—all must be juggled in order to man the aircraft.

With eight C-121s, the 171st performs four regular trips each month. A basic aircrew of nine Air Guardsmen handle each flight. The 171st—and its sister groups—will have two trained crews per aircraft. The strength of each of the groups is 699.

MAC's 21st Air Force at McGuire AFB, New Jersey, supervises the training of the new aeromedical groups in the east—the 171st and the 167th in West Virginia. The western groups—Cheyenne's 153rd and Phoenix's 161st—operate under the 22nd Air Force at Travis AFB, California.

The new aeromedical airlift groups will be combined in an Air Guard aeromedical wing which is expected to be designated in the near future.

In the meantime, the 171st, forerunner of the new aeromedical team, already is accomplishing missions like a well-placed band-aid, covering one-quarter of the globe in flights of mercy.

catching a 'bird' by the tail

vietnamese welcome an 'old' friend

'back to back' presentations



BOXCARS go to 'SEA' . . . The versatile C-119 has found a new home! Vietnam. Some will be used for airlift missions while others will be equipped with 7.62 miniguns to raise havoc with the Viet Cong. The first six of a squadron of *Flying Boxcars* were turned over to the Vietnamese in February. Air Force Reservists of the 514th Tactical Airlift Wing, McGuire AFB, New Jersey, picked up the planes in St. Augustine, Florida, where they had been reconditioned by the manufacturer. The Reservists flew four of the planes to Tan Son Nhut AB, Saigon. Active duty crews ferried the other two from Clark AB, the Philippines, to Vietnam. The mission was headed by Brigadier General Campbell Y. Jackson, commander of the 514th. Lieutenant Colonel Matthew Boonstra (c) and Master Sergeant Walter Kueck are greeted by Major Buie Tha, commander of Vietnam's 415th Transportation Squadron at Tan Son Nhut. The 514th's veteran C-119 aircrews also helped train Vietnamese pilots and flight engineers to fly the plane. [See story, page 10.]



YOU'RE LANDING AN F-100 . . . brakes don't work and the throttle is jammed in the "full power" position. You touch down and the 1,000-foot markers are going by so fast they look like a picket fence. Apprehensive? Stomach queasy? Relax . . . this is an Air Guard base and it's equipped with a BAK-12 arresting barrier near the end of the runway. You just drop your tail-hook which snares the cable . . . a short roll and the plane comes to a nice, smoooooth stop. Now you're grateful. You can thank the Air Guardsmen who maintain the equipment and the instructors at the Buckley ANG Base (Colorado): TSgt. Willard Ramsey, SSgt. James Caldwell and Mr. Luther Schoffit. They recently taught 73 Air Guardsmen how to inspect, calibrate and maintain the arresting mechanism. (l-r) Mr. Schoffit shows Sgts. Layton Johnson, Wilford Clemenson and Richard Ames the proper method for making a brake adjustment on the BAK-12 barrier.



CRÈME DE LA CRÈME . . . It takes a real team of "pros" to earn USAF's *Outstanding Unit Award.* The Air National Guard can prove it . . . six of its outfits received the award during the first two months of 1968. It was the second time the 132nd Fighter Group, Des Moines, Iowa, was so honored. The 132nd, which flies intercept missions for the Aerospace Defense Command, is the first Air Reserve Forces unit to achieve this distinction. To earn the award, a unit must demonstrate exceptionally meritorious service which clearly sets it above similar units. They are rated in such areas as operational readiness, combat capability, skill manning, maintenance, intelligence, and flying and ground safety. Other 1968 award winners: California's 146th Military Airlift Group, Van Nuys . . . 129th Air Commando Group, Hayward . . . and 144th Fighter Group, Fresno; the 115th Tactical Control Flight, Dotham, Alabama; and, Colorado's 140th Tactical Fighter Group, Buckley ANG Base. The 140th was activated January 26. Here F-102 pilots of 144th Fighter Group demonstrate proficiency during presentation ceremony.







514th huân luỵen Nguời Việt Nam diên khiên C-119s

514th trains Vietnamese to fly C-119s

Another by-product of Reserve experience . . . Air Force Reservists of the 514th Tactical Airlift Wg. instructed 20 Vietnamese aircrews on how to fly the C-119, *Flying Boxcars* are being turned over to the Vietnam Air Force to replace C-47s now performing gunship missions. Three classes of 20 students each (pilots, co-pilots and flight engineers) were checked out by the 514th's veteran crews at McGuire AFB, N.J. They also "flew" simulators at Willow Grove, Pa. a/ Checking with Operations before takeoff are (l-r) Lt. Col. Louis Schovanec; Air Cadets Huymh Chien and Vu Phu, and Maj. Clarence Horton. . . . b/ Outside a simulator, Lt. Col. Charles Painter briefs Capt. Chau Thanh on navigational headings he will follow while flying "blind." . . . c/ During ground school class, MSgt. William Vickers uses an instrument panel mockup to instruct (l-r) 1st Lt. Hoang Nuoi, Warrant Officer Huynh An, Cadet Phu and Maj. Ly Tinh. . . . d/ 1st Lt. Nguyan Tong prepares a flight plan. . . . e/ Lt. Col. Matthew Boonstra, wing safety officer, checks Lt. Nuoi's actions as he controls the plane from the pilot seat.





Added 'Muscle' for Reserves



The first C-130 to be turned over to the Air Force Reserve sits on the ramp at Ellington. Maj. Gen. Tom E. Marchbanks Jr., (l), chief of AFRes, marked the occasion by visiting the 446th Tactical Airlift Wg. With him is Brig. Gen. Russell F. Gustke, comdr. of the wing.

Hercules has joined the Air Force Reserve!

Not the "strong boy" . . . the 'strong plane."

Hercules is the popular name given the versatile C-130A. The 446th Tactical Airlift Wing (Ellington AFB, Texas) has the distinction of being the first Air Force Reserve unit to be equipped with the Tactical Air Command workhorse.

In addition, the wing is scheduled to take over the mission of TAC's C-130 Combat Crew Training School now located at Sewart AFB, Tennessee.

The first of eight C-130s was accepted by Brigadier General Russell F. Gustke, wing commander, on March 1. The 446th and its 924th Tactical Airlift Group will convert from C-119 *Flying Boxcars*. Except for its 705th Tactical Airlift Squadron, which will conduct the crew training school, the wing's 925th Group, also at Ellington, is scheduled for deactivation.

Two years ago the 446th and the Ellington facilities also were slated for deactivation. However, with the conversion announcement the base became a beehive of activity—buildings rehabilitated and painted, classrooms readied, training schedules prepared, unit manning documents put together, support functions beefed up and the paper mill grinding away in preparation for the school's opening class.

Pilots and flight engineers took advanced training at Sewart to become instructors. Lieutenant Colonel Gerald Dallas, Captain Jerry Wing and Staff Sergeant Gary K. Bergmann were the first to complete the course. By the end of March—28 officers and enlisted men were checked out in the plane. They will form the nucleus of the combat crew school. Thirty-five Reservists of the 446th attended C-130 maintenance courses at Sewart and Lockbourne AFB, Ohio.

aircrew schools

The 705th personnel will instruct other Reservists and Air National Guardsmen as well as aircrews of the Tactical Air Command and foreign nations having C-130s. It is the first time Reservists have had a mission that includes training active duty personnel. Approximately 60 crews will attend the school each year.

Each class will be made up of seven crews consisting of a pilot, co-pilot and flight engineer. The first class of flight engineers is scheduled to report to Ellington on April 20 and pilots on April 26. Simulator training will begin May 21 and flying training on June 6. Heading the school will be Colonel Alvin J. Moser, former commander of the 302nd Aerospace Rescue and Recovery Squadron, Luke AFB, Arizona.

An Air Training Command detachment will provide technical ground instruction in conjunction with the pilot school.

The 446th is authorized 1,154 Reservists. The 705th will have 24 officers and 130 airmen Air Reserve technicians and 18 civilian employees.

The advent of the C-130 has been hailed as the beginning of a new era for the Air Force Reserve . . . which will provide a new dimension to its *Ready Now* posture.



Lt. Col. Dallas (seated) and SSgt. Bergmann "fly" a C-130 simulator at TAC's Combat Crew Training School, Sewart AFB.

FLYING SAFETY



Aircrews of the Air Force Reserve and Air National Guard are setting flying safety records at a time when they no longer indulge in limited weekend flights. Their destination may be Vietnam, Australia, Europe or anywhere in the North and South American continents.

What's behind the impressive records? . . . Defensive Flying. *When an Air Guard or Reserve crewman reports for a mission, it's probably his first time in a plane in nearly a month. There's no room for complacency.*

But aircrewmen can't take all the credit, there must be a professional team behind them: maintenance men, medical technicians, communications specialists, and hundreds of other ground support personnel who perform diversified tasks to get the crew into the air and back safely on the ground.

Air National Guard

Two consecutive years of accident-free flying . . . That's the record of the Air National Guard's 24 military airlift groups. Adding to the accomplishment were six of the units which have not had a major aircraft accident in 10 or more years of flying missions for the Military Airlift Command. During the two years (1966-67), ANG airlift crews logged 342,240 hours during 6,952 missions, and transported 64,470 tons of cargo and 128,216 passengers. Included were 1,389 missions into Southeast Asia during which they airlifted 40,908 tons of cargo and 47,436 passengers. Other flights were flown to Australia, the Middle East, Europe and South America. Groups with extended safety records are: (11 years) 170th, McGuire AFB, New Jersey; 172nd, Jackson, Mississippi; and the 168th, Olmsted Airport, Pennsylvania, which converted to a tactical electronics warfare mission in January of this year. (10 years) 109th, Schenectady, New York; 133rd, Minneapolis-St. Paul IAP, Minnesota; and 138th, Tulsa, Oklahoma. The units are equipped with C-124 *Globemasters*, C-97 *Stratofreighters* and C-121 *Super Constellations*.



Air Force Reserve

Air Force Reserve's tactical airlift fleet has completed the busiest year in its history . . . and also its *safest*. None of the 21 C-119 *Flying Boxcar* groups recorded an accident during 1967. Contributing to this record are seven groups which have an accident-free history for their nearly 10 years of flying C-119s—more than 285,000 flying hours without a major or minor aircraft accident. Training of the C-119 aircrews is supervised by the Tactical Air Command. The Reservists fly missions each week in support of the Air Force and Army carrying cargo and personnel. Added to this are paradrop missions for the Army, Army Reserve and National Guard. In 1967, the Reservists logged 35,266 hours during 10,174 missions. They airlifted 8,490 tons of cargo and 47,920 passengers, and airdropped 1,063 tons of cargo and 99,897 paratroopers. Tactical airlift groups with approximately 10 years of accident-free flying are: 906th, Clinton County AFB, and 910th, Youngstown MAP, Ohio; 913th, Willow Grove, Pennsylvania; 924th, Ellington AFB, Texas; 928th, Chicago, Illinois; 931st, Bakalar AFB, Indiana; and 934th, Minneapolis-St. Paul, Minnesota.

Help Wanted

LEGEND: Opposite each speciolty is a series af cade numbers and grades. The numbers are the keys to the list of units with vacancies and the grades indicate the highest grade positian available. For infarmation on positians, write directly to the unit using address given.

KEY	UNIT
1.	908th Tactical Airlift Gp., Brookley AFB, Alabama 36615
2.	2nd Air Postal Gp., 2155 Webster St., Alameda, California 94501
3.	415th Medical Service Flt., George AFB, California 92392
4.	416th Medical Service Flt., Hamilton AFB, California 94934
5.	452nd Military Airlift Wg., March AFB, California 92508
6.	31st Medical Service Sq., Lowry AFB, Colorado 80230
7.	64th Aeromed. Evac. Flt., Dobbins AFB, Georgia 30060
8.	407th Medical Service Flt., Robins AFB, Georgia 31093
9.	928th Tactical Airlift Gp., Chicago-O'Hare IAP, Illinois 60666
10.	932nd Military Airlift Gp., Scott AFB, Illinois 62225
11.	434th Tactical Airlift Gp., Bakalar AFB, Indiana 47201
12.	926th Tactical Airlift Gp., Callender Fld., New Orleans, La. 70140
13.	917th Military Airlift Gp., Barksdale AFB, Louisiana 71110
14.	903rd Tactical Airlift Gp., McGuire AFB, New Jersey 08641
15.	905th Military Airlift Gp., Westover AFB, Massachusetts 01022
16.	403rd Tactical Airlift Wg., Selfridge AFB, Michigan 48045
17.	934th Tactical Airlift Gp., Mpls.-St. Paul IAP, Minnesota 55417
18.	419th Medical Service Flt., Keesler AFB, Mississippi 39534
19.	442nd Military Airlift Wg., Richards-Gebaur AFB, Missouri 64030
20.	468th Medical Service Flt., Nellis AFB, Nevada 89110
21.	914th Tactical Airlift Gp., Niagara Falls IAP, New York 14306
22.	429th Medical Service Flt., Stewart AFB, New York 12554
23.	460th Medical Service Flt., Pope AFB, North Carolina 28308
24.	302nd Tactical Airlift Wg., Clinton County AFB, Ohio 45177
25.	522nd Medical Service Flt., Lockbourne AFB, Ohio 43217
26.	494th Medical Service Flt., Altus AFB, Oklahoma 73521
27.	937th Military Airlift Gp., Tinker AFB, Oklahoma 73145
28.	479th Medical Service Flt., Vance AFB, Oklahoma 73701
29.	911th Military Gp., Gtr. Pittsburgh AP, Pennsylvania 15231
30.	912th Tactical Airlift Gp., Willow Grove ARF, Pennsylvania 19090
31.	913th Tactical Airlift Gp., Willow Grove ARF.
32.	512th Military Airlift Wg., Carswell AFB, Texas 76127
33.	20th Medical Service Sq., Carswell AFB.
34.	422nd Medical Service Flt., Ellington AFB, Texas 77030
35.	945th Military Airlift Gp., Hill AFB, Utah 84401
36.	459th Military Airlift Wg., Andrews AFB, Maryland 20331
37.	440th Tactical Airlift Wg., Gen. Mitchell Fld., Wisconsin 53207

Officer

Air Opns.: (Maj.) 21, 35, 36. (Capt.) 15, 17, 24, 30, 37.
Aircraft Maintenance: (Maj.) 19. (Capt.) 9, 10, 24.
Avionics: (Capt.) 14, 16, 19, 24.
Dental: (Capt.) 11, 27.
Flying Safety: (Maj.) 16.
Gen. Surg: (Maj.) 8, 22, 25, 26.
Ground Safety: (Capt.) 29.
Logistics: (Maj.) 16.
Medical: (Lt. Col.) 23. (Maj.) 4, 6, 8, 19, 20, 35, 36.
Medical Admin.: (Maj.) 26. (1st Lt.) 6, 11.
Navigator: (Maj.) 1. (Capt.) 12, 16, 24, 31, 35. (1st Lt.) 10, 29.
Nurse: (Maj.) 6–8, 27. (Capt.) 1, 3–5, 10–13, 15, 18, 20, 22, 26, 29, 32, 33, 35, 36. (1st Lt.) 17, 21, 30, 31.
Pharmacy: (Capt.) 4.
Pilot: (Lt. Col.) 16, 19, 35. (Maj.) 1, 10–12, 24, 29. (Capt.) 5, 13, 15, 30, 36, 37. (1st Lt.) 21, 31.
Postal: (Capt.) 2.
Security Police: (Capt.) 9.
Vet.: (Maj.) 3, 8, 14, 22, 28. (Capt.) 27, 29. (1st Lt.) 10.

Airman

Administrative: (CMSgt.) 2.
A/C Accessories: (MSgt.) 16.
A/C Envir. Sys.: (TSgt.) 29.
A/C Fuel Sys.: (TSgt.) 29.
A/C Mechanic: (MSgt.) 13. (TSgt.) 11. (SSgt.) 16.
A/C Rad. Repair: (SSgt.) 9.
Aircrew Protection: (SSgt.) 16. (Sgt.) 17.
Auto Pilot Comm. Sys.: (TSgt.) 14, 16, 21, 30. (SSgt.) 37.
Corrosion Control: (TSgt.) 9.
Data Systems: (TSgt.) 10, 14.
Dental: (SSgt.) 18.
Disaster Control: (TSgt.) 9. (SSgt.) 36.
Ed. & Trng.: (SSgt.) 10.
Fire Protection: (SSgt.) 11.
Food Service: (TSgt.) 11, 16. (SSgt.) 6.
Flight Engineer: (MSgt.) 5, 13, 15, 19, 29, 36.
Fuels Specialist: (SSgt.) 24.
Intelligence: (MSgt.) 14.
Inventory Mgmt.: (MSgt.) 14. (TSgt.) 11.
Loadmaster: (TSgt.) 1, 24.
Liquid Fuels System Maint.: (TSgt.) 17, 37.
Materiel Fac.: (CMSgt.) 24.
Maint. Analysis: (SSgt.) 9.
Maint. Scheduling: (TSgt.) 24. (SSgt.) 9, 30. (Sgt.) 31.
Medical Admin.: (MSgt.) 25. (SSgt.) 26.
Med. Equip. Repair: (SSgt.) 18.
Medical Laboratory: (TSgt.) 26, 28, 34. (Sgt.) 18.
Medical Materiel: (TSgt.) 21.
Medical Service: (MSgt.) 6, 8, 22, 28. (TSgt.) 10, 18. (Sgt.) 4, 29.
Non-Destructive Inspect.: (MSgt.) 17. (TSgt.) 9.
Postal: (CMSgt.) 2.
Pharmacy: (TSgt.) 4, 9, 26, 34.
Psychiatric Ward: (SSgt.) 4.
Radiology: (TSgt.) 1, 4, 6, 28.
Safety: (SSgt.) 14.
Security Police: (MSgt.) 10. (TSgt.) 11.
Small Arms Instructor: (SSgt.) 9, 12, 14, 17, 32, 36.
Vet.: (TSgt.) 6. (SSgt.) 3.

California Vacancies

The 944th Military Airlift Group (Associate) at Norton AFB, California needs help in six career fields. Positions and the highest grade immediately available are: 8 *Pilots* (Capt.), 1045L; 4 *Navigators* (Capt.), 1535; 14 *Flight Engineers* (MSgt.), A43570C; 5 *Aircraft Maintenance* (TSgt.), 43171E; 5 *Jet Engine Mechanics* (SSgt.), 43250; and 5 *Loadmasters* (TSgt.), A60770. Write: 944th Military Airlift Gp. (Assoc), Attn: MSgt. Anthony J. Vilardo, Norton AFB, California 92409.

ANG Technician

(*C–54 Flight Mechanic*, 43171A); (*Aircraft Electrician*, 42350/70); (*MG–10 Wpns. Control System Tech.*, 32251/71F); (*Flight Control Sys.*, 32550/70A); (*Flight Simulator*, F–102A, 34250/70) and (*Ground Communications*, 30452/72). Contact 159th Fighter Gp., USNAS, New Orleans, La. 70140.

Liaison Officers

Air Force Academy Liaison Officers, Lt. through Col., to serve schools on Cape Cod, Massachusetts. Write: Lt. Col. James B. Mullin, Liaison Officer Coordinator, 50 Thomas Park, South Boston, Massachusetts 02127.

the air reservist

Vol. XX—No. 3 April 1968

Air National Guard Air Force Reserve

Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

EDITOR / Fred E. Giachino

ASSOCIATE EDITORS / Tom Wright, William J. Turner

STAFF WRITERS / SMSgt. Paul E. Collins, MSgt. Joe T. Redden

The material contained in The Air Reservist is listed in the Air University Periodical Index.



The TIMELY rendition of General John P. McConnell focuses attention to the chief of staff's posture statement before the Armed Services Committee (page 2). The portrait by Woodi Ishmael is reproduced through the courtesy of the Air Force Art Collection.

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver Colorado, 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

The Air Reservist is an official publication of Hq USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U.S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces. Use of funds for printing has been approved by Hq USAF.

Address magazine correspondence, including material for publication, to: **Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, D.C. 20332**

reserve camera

the rare and the 'fair'

- HemisFair '68
- father-sons combination
- motion picture stars







a/ These girls live in Cebu City, the Philippines. They're excited about AFRes Day at San Antonio's "HemisFair '68." It's part of a global promotional campaign by Reservists at 433rd TAWg., Kelly AFB, Tex. On their way to Vietnam, they 'accidentally' left this poster behind. . . . b/ *Lt. Col. Dale Carpenter (r), comdr. of ANG's 109th Sp. Sq., Schenectady, N.Y., is proud of this father-two son combination. (l-r) SMSgt. Gilbert Bauer Jr., sons A1C John and Amn. Gilbert III. Another son, Edward, is a former member of the 109th but is now on active duty.*

Movie stars also made Air Reserve Forces news. . . . c/ *Jimmy Stewart, an AFRes brig. gen., went 'home' to the recently mobilized 445th MAWg., Dobbins AFB, Ga. Gen. Stewart commanded the unit during World War II. . . .* d/ *Comedienne Martha Raye became an honorary member of the Texas Air Guard's 147th Fighter Gp., Ellington AFB. Col. Walter Standt, comdr., praised Miss Raye as a, ". . . true, patriotic, American person" for her many trips to Vietnam combat zones to entertain servicemen.*



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the air reservist

MAY 1968

EYES IN THE SKY

THE LIBRARY OF THE
JUN 10 1968
UNIVERSITY OF ILLINOIS



THE LIBRARY OF THE
JUN 6 1969
UNIVERSITY OF ILLINOIS

news

Latest recall affects ten Air Reserve Forces units

On April 11, President Johnson authorized the call up of approximately 24,500 men from the reserve components of the Army, Navy and Air Force for up to 24 months' active duty.

This includes about 3,500 men in 10 units of the Air National Guard and the Air Force Reserve. About one-third of these will be deployed to Southeast Asia under current plans. Members with less than six months remaining service on the date of their unit's reporting to active duty will be excused from the call. The units will be brought to full strength through volunteers and fillers from the active forces.

The units to be called are: [*Air Guard*] The 174th (Syracuse, New York) and the 175th (Baltimore, Maryland) Tactical Fighter Gps.; and 171st Aeromedical Airlift Gp., Pittsburgh, Pennsylvania. [*Air Force Reserve*] The 930th Tactical Airlift Gp., Bakalar AFB, Indiana; 22nd (Baltimore) and 52nd (Scott AFB, Illinois) Medical Service Sqs.; 34th Aeromedical Evacuation Sq., Kelly AFB, Texas; and the 82nd (Travis AFB, California), 88th (McGuire AFB, New Jersey) and 86th (McChord AFB, Washington) Aerial Port Sqs.



The Honorable J. William Doolittle

First Assistant Secretary of the Air Force for Manpower and Reserve Affairs . . . Mr. Doolittle took office April 10, after his appointment by President Lyndon B. Johnson received Senate confirmation. The post was created by the "Reserve Forces Bill of Rights and Vitalization Act." Formerly, he was General Counsel, Department of the Air Force.

'Career retirement' board meets in June

The screening board action contained in the Air Force Reserve's new career retirement program will begin June 10-21 at the Air Reserve Personnel Center.

The program is authorized by Public Law 90-168, the *Reserve Forces Bill of Rights and Vitalization Act* which became effective January 1, 1968. Its purpose is to help reduce overages in the grades of major and lieutenant colonel, and make room for younger officers which will permit them to assume greater responsibilities in the continued development of a combat ready Air Force Reserve.

The board will review only the records of non-unit majors and lieutenant colonels who already have completed at least 20 satisfactory years, making them eligible for retirement pay at age 60.

Transfer from active status will become effective the first day of the seventh month following Secretarial approval of the board's recommendations.

Officers wishing to remain in an active status may submit letters substantiating their qualifications to: President, Controlled Retirement Board, ARPC (RPCA-25), 3800 York Street, Denver, Colorado 80205. Letters of recommendation will not be considered.

Lt. Col. A. Flowers (l), first Med. Svc. Liaison Officer to serve at a veterinary college, receives certificate from Dr. A. Price of Texas A&M.



A1C Robert Ferguson (l) and Robert Webb Jr. of ANG's 202nd GEEIA Sq., Macon, Ga., helped install 6,000 feet of cable and 50 phones at Savannah base.



Pay rule changes benefit short-tour travelers

Air Reserve Forces' members called to active duty for periods of 20 weeks or less now are authorized the same travel allowances active duty members receive.

The change permits payment for travel to and from the base where they perform their active duty or active duty for training and for travel required in connection with qualifying examinations or conditions precedent to such duty.

Members on active duty for more than 20 weeks are entitled to all travel allowances except per diem while at their duty station. If ordered to temporary duty at another station and in a paid status, they are eligible for per diem.

Personnel called to active duty without pay are authorized all travel allowances except per diem.

Travel pay is not authorized when the active duty station is within the corporate limits of the member's home town, or when training in the city where their unit headquarters is located.

Cast your 'ballot' in '68 Freedoms contest

There's a good chance you can win $50, $100 or $1,000.

All it takes is an entry in the Freedoms Foundation's *1968 Letter Awards Program*. This contest is open to Air Force Reservists and Air National Guardsmen.

The top award in the active duty and Reserve categories is $1,000. For the Reserve components, there will be up to 50 awards of $100 and 50 awards of $50 in addition to *George Washington Honor Medals* and Certificates.

Top winner in each of the Reserve components will receive their award at Valley Forge on Washington's birthday in 1969.

This year's topic is "A Free Ballot—A Free Country." Letters are judged on the sincerity of the writer and his understanding of the American way of life. Entries must be printed or typed, not more than 500 words and include the writer's full name, grade, service number, Reserve affiliation and military and home addresses.

Send your letter to: Freedoms Foundation, Valley Forge, Pennsylvania 19481, by November 1, 1968.

Help CAP train cadets during summer tour

The Civil Air Patrol is seeking a large number of Reservists for special active duty tours this spring and summer. Under the Reserve Assistance Program, 8,390 man-days have been allocated for tours ranging from 3 to 90 days. Reservists may apply through the USAF-CAP Liaison Officer in their state, or the Director of Personnel, Headquarters CAP-USAF, Maxwell AFB, Alabama 36112.

Among the activities to which the Reservists will be assigned are: *Flying encampments* (June 16-August 10) at Reno, Nevada; Lawton, Oklahoma; Rock Hill, South Carolina; and a site in Pennsylvania not yet determined; *Cadet leadership school* at Reno (June 29-August 12); and *Summer encampments* (usually 12 to 14 days) beginning in mid-June and continue through the end of August. They are held at Air Force bases throughout the country. Details on locations and dates can be obtained by writing to Hq. CAP-USAF, Attention: CPOC.

Reserve specialists join AFCOR's Pentagon staff

Four veteran Reservists have joined the staff of Major General Tom E. Marchbanks Jr., chief, Air Force Reserve.

Colonel Gerald A. Hart will fill a mobilization augmentee position as assistant deputy chief. Previously, he was deputy commander, Fifth Air Force Reserve Region, Selfridge AFB, Michigan.

The other positions are active duty assignments. Colonel Frederick H. Nelsen, formerly of the 349th Military Airlift Wing, Hamilton AFB, California, is chief of the Personnel Section. Lieutenant Colonel Kenneth G. Shaw also is assigned to Personnel. He came from the 302nd Tactical Airlift Wing, Clinton County AFB, Ohio. Major Albert J. McGill is with the Congressional Liaison and Public Affairs Division of the general's office. The major is a former information officer of the 442nd Military Airlift Wing, Richards-Gebaur AFB, Missouri.

During C-119 ferry mission to Tan Son Nhut AB, MSgt. James Purnell (r) of 913th TAGp., met Vietnamese he helped train last year at Willow Grove, Pa.



Under Sec., USAF Townsend Hoopes is briefed by 1st Lt. Michael Laskowski during visit to 107th Tac. Ftr. Gp., Niagara Falls, N.Y.



EYES IN THE SKY

"NAVIGATOR to pilot . . . come to heading Zero Six Zero, 20 seconds to target . . ."

The lone jet came in fast and low, made its run over the target area, pulled up sharply and streaked for home. No strafing, no bombs or napalm dropped, but the two-man crew had accomplished its mission—*Tac Recon.*

Tactical air reconnaissance includes gathering and evaluating intelligence by air observation and photography. It is a vital phase of military operations.

'outstanding'

Such missions are flown daily over Vietnam. This one, however, was accomplished by Kansas Air National Guardsmen. They are members of the 190th Tactical Reconnaissance Group, Forbes AFB, and they fly RB-57s.

This unit was the recipient of the Air Force Association's *Outstanding ANG Flying Unit* Award in 1967. Among other things, the award was in recognition of the unit's training of regular Air Force crews in the B-57. The program began in 1964. Upon completion of the course, the crews were sent to Southeast Asia. This "extra" mission is still a part of 190th's duty. Some 49 pilots and 19 navigators have been trained. In addition to bomber crews, the unit has trained a number of Air Force reconnaissance crews.

They were taught reconnaissance techniques, camera systems, photo computations, map reading, elementary photo interpretation, and intelligence reporting. High speed, low level navigation techniques were emphasized. The 190th trained some 20 aircrew members from other Government agencies such as the U.S. Weather Bureau, which also uses the B-57, and they provided photographic maintenance training for an Ethiopian student.

Meanwhile, the 190th continues to carry out routine training missions for the Air Force and other branches of the armed services. This has included photographing Army drop zones and maneuver areas and Air Force fields.

Other projects have been coverage of major cities and large areas adjacent to military installations such as the Eglin AFB range in Florida and ANG's Salinas range in Puerto Rico.

The 190th also has been called on to perform search and rescue missions for downed aircraft and flood and tornado victims. In February 1967, they photographed approximately 800 square miles of the snow covered Rocky Mountains while searching for a missing plane. During flooding of the Arkansas River in 1965, the unit flew 16 sorties, expending some 7,000 feet of film and producing thousands of prints of Kansas cities hardest hit by the flood waters. This film was used to help city officials plan preventative measures should there be a reoccurrence of the disaster. Immediate damage assessment was provided Topeka, Kansas, after it was struck by a tornado in 1966.

There are two tactical reconnaissance wings and nine groups in the Air Guard. Seven groups are equipped with the RF-84F *Thunderflash*, and two fly the RB-57 *Canberra*. The single-seat RF-84 is a modification of the F-84F *Thunderstreak* which is flown by ANG tactical fighter units. The *Thunderflash* can carry six cameras. The two-place RB-57 also carries six cameras and has day or night photo capability.

vital support

These units provide photographic coverage throughout the United States, either as training projects or as special requests by the Tactical Air Command (TAC). As the gaining command, TAC supervises the training and inspection of each of the units.

Their capability also is employed to support other Air Force commands, the Army, and state and Federal Government projects.

The importance of this capability was demonstrated in January when a tactical reconnaissance wing and three RF-101 *Voodoo*-equipped groups were among those ANG units ordered to active duty with TAC. They were the 123rd Wing and Group, Louisville, Kentucky; and the 189th and 152nd Groups of Little Rock, Arkansas, and Reno, Nevada.

The men who fly the unarmed reconnaissance planes are only part of a highly trained team. The others include photo technicians who process the film and photo interpreters and analysts who are trained to extract pertinent information from the pictures.

Following are some typical examples of contributions made by ANG's other reconnaissance units:

- 127th Wing, Detroit, Michigan (RF-84Fs and RB-57s).

In addition to the 190th, the Detroit wing has four other groups, three in Michigan and one at Lincoln, Nebraska. During the Detroit riots last July, Michigan Air Guardsmen flew 35 reconnaissance sorties over the troubled area. They produced about 9,000 aerial photos, while other Air Guardsmen snapped about 400 from the ground. Copies of the photos were rushed to state and Federal authorities to assist them in evaluating the situation and to determine the most effective movement of anti-riot ground forces.

- 117th Wing, Birmingham, Alabama (RF-84Fs).

This wing and its four groups based in Alabama, Mississippi and Arkansas, also have been very active. During last year's joint exercise, *Clove Hitch III*, in Puerto Rico and its nearby islands, the *Thunderflashes* shot thousands of feet of pre-strike and exercise film to help the competing forces plan their maneuvers.

The 117th has carried out a number of photographic missions for TAC's Ninth Air Force, Shaw AFB, South Carolina, and for the Army at Ft. Benning, Georgia. It also conducted transition and qualification training for RF-84 pilots of the regular Air Force.

Whether it's high in the sky or at treetop level, next time you see an Air Guard jet zoom past . . . SMILE, you may be on *Recon Camera.*



The men behind the recon cameras: **a**/*Post-mission critique. Maj. Lloyd Marett (3rd from left), 190th instructor, with USAF trainees (l-r) Capts. Alva and Hahn, and Maj. Potter (r). . . .* **b**/*Assembling mosaic. Air Guardsmen, TSgt. Gary Wilder (l) and SMSgt. A. J. Parsel Jr. . . .* **c**/*Planning a flight. 1st Lts. Bolin, navigator, and McCormick (r), pilot. . . .* **d**/*Installing camera. Sgt. Thomas Cox, a 190th photo maintenance specialist. . . .* **e**/*Mission complete. Col. Carl L. Boggs, Gp. comdr., and Maj. Robert Keeley (r) on the Forbes AFB, Kansas, flight line.*

". . . Continental Air Command will become Headquarters, Air Force Reserve," and it is likely, ". . . some spaces and functions will be transferred to General Marchbanks' office."

This concept—one of the most significant to affect the management of the Air Force Reserve program in recent years—was introduced by General Bruce K. Holloway, vice chief of staff, USAF, during a speech at the Air Reserve Forces Seminar.

The meeting was held in Atlanta, Georgia, April 3, as part of the Air Force Association's 22nd annual convention.

The General included this statement in referring to the recently created Office of Air Force Reserve (AFCOR) headed by Major General Tom E. Marchbanks Jr.:

"His office is an integral part of the Air Staff. It will participate in all planning connected with Air Force requirements. General McConnell [chief of staff, USAF] will look to General Marchbanks for advice on every issue related to the Air Force Reserve . . . The new office will give the Air Force Reserve a management system able to respond even more rapidly to the security needs of the Nation than it has in the past. This is an important step in the integration of planning for the entire Air Force—active and Reserve."

The subject arose again during a question and answer session:

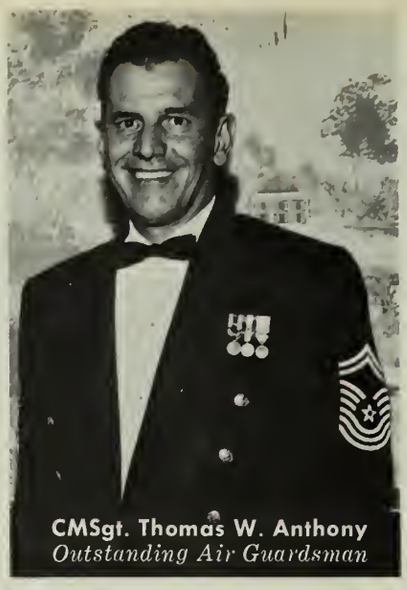
[General Marchbanks] ". . . we want to get as much as possible without overdoing our personnel structure. Our guidelines were based on what functions we needed in the Pentagon. Space was a problem . . . We came up with an organization which will be responsible to policy, planning and programming. CAC will be redesignated Headquarters Air Force Reserve. . . . We are assessing our position on the duties to remain at CAC. It will, however, be responsive to the policy and planning of AFCOR."

pertinent answers

In addition to General Marchbanks, panel members included: Frank M. Slatinshek, of the House Armed Services Committee; Dr. Theodore C. Marrs, deputy for Reserve Forces; and Brigadier General I. G. Brown, assistant chief, NGB for Air.

[Question] Were there any serious problems connected with the recent mobilization? [Dr. Marrs] This was a smoother mobilization than previous ones. We have identified 8 or 10 problem areas which would require change. There was a large contrast between the *Combat Beef* and *non-Combat Beef* units. The *Combat Beef* approach is necessary. *[Question] The Air Guard and Air Force Reserve provided extra airlift in February and March. Do you believe there has been any change in the DOD attitude toward Air Reserve Forces?* [Gen. Brown] The Air Guard was asked to provide aircraft and crews for 115 trips to Southeast Asia. We had five crews ready and available within two hours of the request. Augmentation in airlift is necessary during peak periods. I guess Congress will again have to retain the units.

[Question] Will there be legislation to give hospitalization and medical benefits to reservists? [Mr. Slatinshek] There are three bills introduced by Mr. Hebert. The subcommittee asked that two be consolidated. Yes, I anticipate such benefits coming out of Congress.



CMSgt. Thomas W. Anthony
Outstanding Air Guardsman

CONVENTION HIGHLIGHTS:

- Reserve Forces Seminar
- ANG Commanders Conference
- CAC Commanders Conference



MSgt. Daniel A. Goss
Outstanding Air Reservist

commanders conferences

Meanwhile, the Air National Guard and Continental Air Command held their annual Commanders Conferences. . . . ANG at Atlanta and CAC at Robins AFB, Georgia.

Major General Winston P. Wilson, chief, NGB, presented plaques to the commanders of ANG's five air refueling groups for their outstanding support of U.S. Air Forces in Europe. Under operation *Creek Party*, they have rotated aircrews and support personnel to maintain six KC-97L *Stratotankers* in Germany. Groups honored: 126th, Chicago, Illinois; 128th, Milwaukee, Wisconsin; 134th, Knoxville, Tennessee; 136th, Dallas, Texas; 160th, Clinton County AFB, Ohio.

At Robins, Lieutenant General Henry Viccellio, CAC commander, headed the meeting which included discussions of current and future Reserve programs.

The 302nd Aerospace Rescue and Recovery Squadron, Luke AFB, Arizona, received the *USAF Zero Defects Award.* In addition, newspaper awards were presented to the 440th Tactical Airlift Wing, Billy Mitchell Field; 911th Military Airlift Group, Pittsburgh, Pennsylvania; and, First Air Force Reserve Region, Andrews AFB, Maryland.

AWARDS: **a/** *Brig. Gen. Joe Meis accepts "National Guard Heritage" paintings from Brig. Gen. I. G. Brown (r), asst. chief, NGB for Air, at ANG Commanders Conference. He also received "Legion of Merit" at the Guard conclave and a "Special Citation" during AFA seminar. . . .* **b/** *Brig. Gen. Rollin B. Moore Jr., 349th MAWg., Hamilton AFB, Calif., holds AFA's "Outstanding AFRes Flying Unit" award won by his wing. . . .* **c/** *At Robins AFB, Ga., the 1968 "Loening Trophy" was presented to Col. Charles Andrews (r) on behalf of his unit, the 933rd TAGp., Gen. Billy Mitchell Fld., Wis., by Lt. Gen. Henry Viccellio, comdr., CAC.*


a


b


c



d


e


f

OTHER AFA AWARDS: **d/** *"Special Citation" for outstanding service to Air Reserve Forces, to Col. Charles Bock (r), executive secretary, Air Reserve Forces Policy Committee, presented by AFA Pres., Brig. Gen. Robert Smart (AFRes)* **e/** *"Outstanding ANG Flying Unit" to 141st Ftr. Gp., Spokane, Wash. (l-r) Gen. Smart, Col. Jackson Rambeau of AFA, and Lt. Col. Lloyd Howard, comdr., 141st. . . .* **f/** *"President's Trophy" to HC-97 crew of 305th ARRSq., Selfridge AFB, Mich. Majs. Henry Sherrill (l) and Frank Hofmeister of winning crew.*



Active and Reserve insignias will adorn tail of C-141s.

Lt. Col. R. Holden qualifies as C-141 navigator.

Col. Gen Joseph N star is a

The Reserve Associate Unit Program opens . . .

by Lt. Col. Robert H. Campbell

Hq. Military Airlift Command

A NEW ERA IN AIRLIFT CAPABILITY

THE Military Airlift Command C-141/C-5 combat airlift force of the future will be capable of doing far more work than ever before—with fewer aircraft. This means that each individual aircraft will be worth much more than ever before—not only in cost, but in the share of the command's workload it must carry.

For the first time in Air Force history, MAC aircrews will be flying aircraft that were designed specifically for the MAC combat airlift mission. The giant C-141 *Starlifters*, the last of which was delivered to MAC late in February —and the huge, new C-5 *Galaxy* which will be operational late in 1969—are capable of providing a formidable airlift resource.

In the event of a national emergency or a full-scale war, the new, all-jet airlift force probably would be called upon to reach a utilization rate of 10 hours or more per day. However, it is not economically feasible for MAC to be authorized sufficient active duty personnel in a trained status during peacetime to make these utilization rates possible during war.

Therefore, the need exists to prepare for potential increased utilization of this airlift force.

In recognition of this, General Howell M. Estes Jr., commander, MAC, initiated a reappraisal of MAC wartime requirements of Reserve augmentation forces and evolved new concepts for their use.

In the combat airlift mission area, General Estes, working closely with Headquarters USAF, developed a program for Reserve Associate Units, under which Reservists would fly and help maintain the airlift force, thus increasing normal and wartime flying hour utilization potential. Approval was received for activation of the first unit at Norton AFB, California. The unit, the 944th Military Airlift Group (Associate), officially became associated with MAC's 63rd Military Airlift Wing at Norton AFB on March 25.

DOD has approved the activation of four more associate units. They are, with activation dates: 939th MAGp. associated with the 62nd MAWg., McChord AFB, Washington—July 1, 1968; 912th,



nd flight instructor, Maj.
l training mission. The film
ssignee with 63rd MAWg.

MAGp., associated with the 436th MAWg., Dover AFB, Delaware—Late summer 1968; 903rd MAGp., associated with the 438th MAWg., McGuire AFB, New Jersey—Early summer 1968; and 943rd MAGp., associated with the 63rd MAWg., Norton AFB—Early in 1969.

In implementing this new program, we want and must have integral Reserve units which will use the equipment of the regular unit to perform peacetime training. Then—in times of mobilization, the two units become one.

'meaningful'

The MAC-gained Air Reserve Forces today *must* be postured to meet the airlift augmentation requirements of MAC. The MAC mission is a unique and meaningful mission for Reservists. Under the Associate Program, they will be flying first-line equipment—on a productive worldwide mission. Like MAC personnel, the Reservists will be doing their training in their wartime environment.

Simply put, MAC needs the experienced personnel of the Air Reserve Forces, and the Reserve Forces airlift people should train on modern equipment.

The basic concept of the Associate Program poses a problem which must be overcome at the outset. That is, there must be two separate units, each with its individual unit integrity and yet supporting a single wartime objective.

The regular force must have its integrity to respond immediately and effectively to any contingency. The Reserve units must have integrity to sustain their vital training program which, in a certain sense, is complicated by the necessity to share the equipment and facilities of the active wing.

During peacetime training periods, the goal of wartime cohesiveness must be achieved. The Reservist must work in his ultimate mobilized position, training to MAC standards, with the active and Reserve units gaining both a mutual respect for each other and an understanding of dependence on one another.

Another problem we face is the sharing of equipment and facilities. This is especially important to the Reserve Forces. While our active squadrons share their aircraft through the Consolidated Aircraft Maintenance squadron and even share them with other squadrons through "inter-fly"—the Reservist has been closely identified with his own equipment.

In addition, the two units—associate and active—represent the mobilized wartime posture of the wing, and the peacetime objective of the program is to develop that total capability. This means, of course, the Reservists must function in their wartime position, learning the duties and assuming the responsibilities of that position.

It follows then—that the combat readiness of the overall unit must reflect the combined active and Reserve capability.

A great deal of thought has been given these problems—and many other problems—by staff planners and managers at Headquarters MAC. And, while there are admitted problems coincidental with the Associate Unit Program, logical solutions have evolved and will continue to evolve as the program is implemented by the first five units.

We are giving quite a bit of thought to the importance of maintaining unit integrity, including:

- Inasmuch as the associate unit will be using the equipment and facilities of the active unit, MAC has obtained permission to display both the active and Reserve insignia upon the C-141s and facilities.

- Reservists should wear unit insigne on functional clothing the same as active personnel.

- Wherever the wing organizational insigne is displayed, such as wing headquarters and base operations, so should the Reserve insigne.

- Informational signs on base roads and roads leading to the base should include the name and designation of the Reserve group as well as the active wing.

- Wing management functions such as staff meetings, aircrew certification boards, safety councils, etc., must have Reserve representation.

- Reserve participation in parades, open house activities, dinings-in, etc., will be encouraged.

- Participation in competitive programs such as safety awards, PRIDE programs, sports leagues, and various management programs should be conducted and reported on a unit basis to highlight unit accomplishment.

These are but a few of the things we have been working on in an attempt to enable the Reservists to "belong" to the active unit and yet retain unit integrity as Reservists. Close cooperation on the job will lead to a social closeness that is so much a tradition of the military.

Graphic symbols and quantitative programs can't alone guarantee unit integrity and esprit. Much of this task lies with the expressed and demonstrated attitudes of the participants.

Active and Associate personnel must realize that the associate unit is a distinctively separate unit—but manned by qualified personnel who are, in every sense, professionals. Unit integrity, effective performance, and unit morale all stem from leadership. The success of the Associate Program must begin here!

Every effort has been made in our planning to insure that a cohesive relationship is established. There are no assigned advisors under the associate unit program—nor are there any additional Reserve special assistants or special working groups.

The wing and group commanders are the program managers. In the event of mobilization, the Reserve commander will assume a key position in the wing, and, by virtue of seniority, may

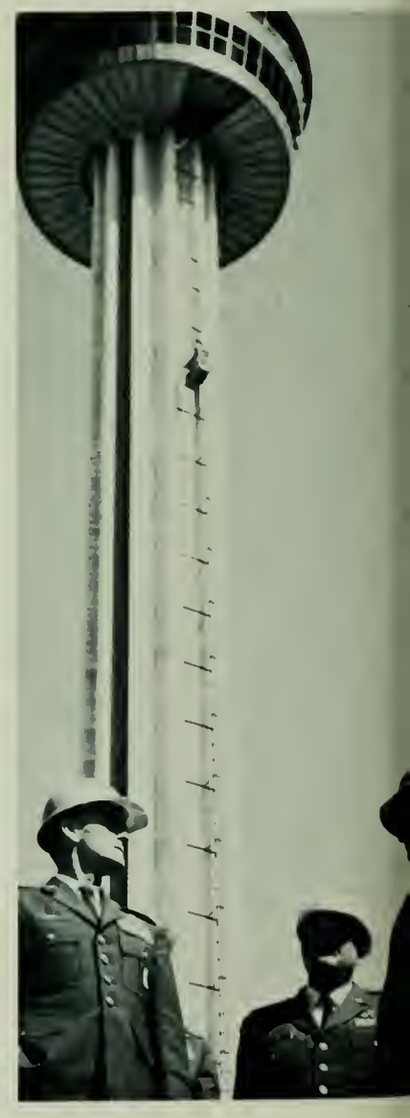
See NEW ERA page 14

The 'Fairest' At The 'Hemisfair'

THE 600-foot Tower of the Americas and the Donnell sisters, Lois and Lillian, will be among the many attractions awaiting visitors on *Air Force Reserve Day*, May 26, at HemisFair '68 in San Antonio, Texas. The identical twins are AFRes second lieutenants assigned to the 496th Medical Service Flight, Bergstrom AFB, Texas. They will take part in a Survival Sited Casualty Treatment Assemblage (SCATA) hospital exhibit manned by Reservists of San Antonio's 476th Medical Service Flight. Both are registered nurses. HemisFair '68 is the first world's fair to be held in the Southwestern United States. It opened April 6, and military personel receive reduced admission rates to the fairgrounds and the attractions. During its 186-day run, 14 dates have been set aside to honor the military services. Among them are *Armed Forces Day*, May 18; *Air Force Reserve Day*, May 26; and *Air Force Day*, September 18.



the 'fairest,' Lois and Lillian



the 'HemisFair' tower. ADC comdr. Lt. Gen. Arthur Agan (l), ANG's Col. Charles Quist and Fair official Henry Guerra.



They Tell A Big Story

THE world's largest airplane, the C-5A *Galaxy*, rolled out of its hangar in Georgia for the first time on March 2. But, thousands of New Englanders already had heard about the "freight train in the sky" and how it will revolutionize air transportation. During the past year, some 100 members of the 9265th Air Reserve Squadron (Information), Stewart AFB, New York, have been telling the C-5A story. They covered a four-state area using radio, television, newspapers, and speaking at civic meetings. To acquire first-hand knowledge of the *Galaxy*, 52 squadron members attended the roll-out ceremony at Marietta, Georgia. Their visit included a briefing by Lockheed Aircraft Corporation officials and a tour of the plane. The 9265th is commanded by Lieutenant Colonel John J. Barbero and has flights located at Buffalo, Mineola, Rochester and Syracuse, New York; Newark, New Jersey; Bethel, Connecticut; and Boston, Massachusetts. Under the Associate Unit program, Reservists will fly and help maintain the huge transports when they become part of the Military Airlift Command.

Anyone For Darts?

AIR National Guard F-84 and F-86 pilots play with darts. Not the "rec" room game . . . this contest goes on high in the sky with jet aircraft. Since early February, ANG tactical fighter personnel have been towing dart targets on a continuing basis for Tactical Air Command F-4 *Phantom* crews at Homestead, MacDill and Eglin AFBs, Florida; and George AFB, California. The gunnery missions consist of towing a dart-shaped aerial target on a 2,500-foot cable while F-4 aircrews zero in with live ammunition at the rate of 6,000 rounds per minute. The program calls for approximately 1,000 sorties by Air Guardsmen from these Tactical Fighter Groups: (Illinois) 182nd, Peoria, and 183rd, Springfield; (Indiana) 122nd, Ft. Wayne, and 181st, Terre Haute; (Maryland) 175th, Baltimore; (Massachusetts) 102nd, Boston, and 104th, Westfield; (New York) 174th, Syracuse; (Ohio) 178th, Springfield, 179th, Mansfield, and 180th, Toledo; and (Virginia) 192nd, Richmond.



ANG technicians of 192nd Tac. Ftr. Gp. attach dart tow target to F-84 wing.

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are the keys to the list of units with vacancies and the grades indicate the highest grade position available. For information on listed positions, write directly to the unit using address given.

KEY — UNIT

1. 514th Medical Service Flt., Beale AFB, California 95903
2. 32nd Maintenance Sq., McClellan AFB, California 95652
3. 81st Supply Sq., McClellan AFB.
4. 42nd Medical Service Sq., Norton AFB, California 92409
5. 944th Military Airlift Gp., Norton AFB.
6. 518th Medical Service Flt., Vandenberg AFB, California 93437
7. 115th Mil. Alft. Sq., 8030 Balboa Ave., Van Nuys, Calif. 91409
8. 413th Medical Service Flt., USAF Academy, Colorado 80840
9. 459th Medical Service Flt., Dover AFB, Delaware 19901
10. 432nd Medical Service Flt., Tyndall AFB, Florida 32401
11. 64th Aeromed. Evac. Flt., Dobbins AFB, Georgia 30060
12. 3th Medical Service Sq., Chicago-O'Hare IAP, Illinois 60666
13. 29th Medical Service Sq., Chicago-O'Hare IAP.
14. 91st Aerial Port Sq., Chicago-O'Hare IAP.
15. 426th Medical Service Flt., Scott AFB, Illinois 62225
16. 512th Medical Service Flt., Forbes AFB, Kansas 66620
17. 466th Medical Service Flt., England AFB, Louisiana 71301
18. 493rd Medical Service Flt., Columbus AFB, Mississippi 39701
19. 419th Medical Service Flt., Keesler AFB, Mississippi 39534
20. 438th Medical Service Flt., Richards-Gebaur AFB, Missouri 64030
21. 510th Medical Service Flt., Whiteman AFB, Missouri 65301
22. 28th Medical Service Sq., Offutt AFB, Nebraska 68113
23. 487th Medical Service Flt., Pease AFB, New Hampshire 03801
24. 33rd Medical Service Sq., McGuire AFB, New Jersey 08641
25. 454th Medical Service Flt., Kirtland AFB, New Mexico 87117
26. 35th Medical Service Sq., USNAS, Brooklyn, New York 11234
27. 2856th Air Base Gp., Camp Drum, New York 13601
28. 444th Medical Service Flt., Griffiss AFB, New York 13440
29. 431st Medical Service Flt., Niagara Falls MAP, New York 14306
30. 109th Military Airlift Gp., Schenectady Co. AP, New York 12301
31. 460th Medical Service Flt., Pope AFB, North Carolina 28308
32. 522nd Medical Service Flt., Lockbourne AFB, Ohio 43217
33. 251st Communications Gp., Springfield MAP, Ohio 45501
34. 4th Maintenance Sq., Wright-Patterson AFB, Ohio 45433
35. 4th Supply Sq., Wright-Patterson AFB.
36. 10th Supply Sq., Tinker AFB, Oklahoma 73145
37. 10th Maintenance Sq., Tinker AFB.
38. 479th Medical Service Flt., Vance AFB, Oklahoma 73701
39. Base Det., South Carolina ANG, Eastover, South Carolina 29044
40. 505th Medical Service Flt., Ellsworth AFB, South Dakota 57706
41. 462nd Medical Service Flt., Sewart AFB, Tennessee 37168
42. 496th Medical Service Flt., Bergstrom AFB, Texas 78743
43. 409th Medical Service Flt., Bergstrom AFB.
44. 499th Medical Service Flt., Carswell AFB, Texas 76127
45. 32nd Medical Service Sq., Ellington AFB, Texas 77030
46. Det. 12, 1st Censorship Sq., 2911 Cooper St., El Paso, Texas 79930
47. 147th Fighter Gp., P. O. Box 34567, Houston, Texas 77034
48. 407th Medical Service Flt., Perrin AFB, Texas 75090
49. 480th Medical Services Flt., Webb AFB, Texas 79720
50. 7th Maintenance Sq., Hill AFB, Utah 84401
51. 449th Medical Services Flt., Hill AFB.
52. 11th Military Airlift Support Sq., McChord AFB, Washington 98438
53. 13th Military Airlift Support Sq., McChord AFB.
54. 39th Medical Services Sq., Paine Fld., Washington 98201

Officer

Acct. & Finance: (Capt.) 27.
Administrative: (Capt.) 46.
Avionics: (Capt.) 27.
Communications: (Capt.) 27.
Data Automation: (Capt.) 27.
Dental: (Maj.) 21.
Flight Nurse: (Maj.) 30.
Medical: (Lt. Col.) 1, 10, 24, 31, 49. (Maj.) 4, 9, 12, 15, 16, 18, 22, 25, 26, 30, 32, 40, 42-44, 48, 51, 53, 54. (Capt.) 5, 8, 9, 13, 32.
Navigator: (Capt.) 5.
Nurse: (Maj.) 6, 9, 11, 18, 30. (Capt.) 4, 10, 13, 16, 17, 19-21, 23, 24, 26, 40, 41-45, 51, 53, 54. (Lt.) 25.
Pilot: (Maj.) 5. (Capt.) 30.
Security Police: (Capt.) 27.
Supply: (Capt.) 27.
Trans: (Maj.) 24. (Lt.) 14.
Veterinary: (Maj.) 6,12, 25, 38, 51. (Capt.) 17, 23.

Airman

Administrative: (TSgt.) 52.
Aerospace Control Systems Opns.: (MSgt.) 52.
A/C Access. Maint.: (MSgt.) 2.
A/C Maint.: (SMSgt.) 5. (MSgt.) 2, 52. (TSgt.) 34, 37, 50.
Communications Electronics Sys.: (TSgt.) 52. (SSgt.) 27, 34.
Dental: (SSgt.) 19. (Sgt.) 20.
Flight Engineer: (TSgt.) 7.
Loadmaster: (SSgt.) 7.
Medical: (SMSgt.) 4. (MSgt.) 1, 12, 13, 16, 26, 27, 32, 38, 41, 53. (TSgt.) 15, 18-23, 25, 29, 40, 43, 44, 48, 54. (SSgt.) 28, 49.
Metal Working: (SMSgt.) 34, 36.
Munitions & Weapons Maint.: (SSgt.) 50.
Small Arms: (SSgt.) 30.
Supply: (MSgt.) 3, 35, 36. (TSgt.) 27, 52.
Transportation: (SMSgt.) 14. (MSgt.) 5. (TSgt.) 36, 52, 53. (SSgt.) 3.

Civil Air Patrol

Reserve officer assignments are open in most areas of Mississippi for Civil Air Patrol programs. Contact USAF-CAP-Liaison Officer (Miss. Wing), 106 South President Street, Jackson, Mississippi 39201.

ANG Technician

(Personnel Tech., NGC-6) 47. Must possess AFSC 73250/70.
(Security/Law Enforcement Tech., NGC-7) 39.
(Wire Maintenance Specialist, NGW-11) 33. AFSC 36350/70.

PEOPLE...

SERGEANT Sargent, First Sergeant . . . Confusing? Hark, George K. Sargent is a staff sergeant with the Air Force Reserve's 941st Military Airlift Gp., McChord AFB, Washington, and acting first sergeant of the unit's Communications Flight. ◇ ◇ ◇ Sergeant Lewis Grant of ANG's 119th Fighter Gp., Fargo, North Dakota, fought his way to the National Golden Gloves Boxing Tournament. A sophomore at Moorehead State College, Sgt. Grant earned his ticket to the national event by winning the senior middleweight championship at Minneapolis in February.

Major Ron Weinert, an F-102 pilot and commander of the 190th Fighter Sq., Boise, is the winner of the *Trail Trophy*, named for Brigadier General James M. Trail, Idaho's assistant Adjutant General for Air. The award is presented annually to an Idaho ANG pilot for outstanding rocket and missile firing.

Staff Sergeant Roy J. Sharples, 912th Tactical Airlift Gp., Willow Grove, flew an unusual mission at Lawson Army Airfield, Georgia. Sgt. Sharples' C-119 was the aircraft used to carry his Army paratrooper son, Vernon T., on the final jump of training at Fort Benning, Georgia. Young Sharples graduated with *flying* colors. ◇ ◇ ◇ Civil Air Patrol Colonel Arthur F. Putz, has been named CAP's *Wing Commander of the Year for 1967*. He heads the Colorado Wing.

Technical Sergeant Hoyet Andrews, a hospital technician in San Antonio, Texas, was first recalled member of 921st Military Airlift Gp., Kelly AFB, to reenlist. His enlistment expired several days after the Air Force Reserve unit was activated. Though he could have returned to his civilian position, Sgt. Andrews chose to remain on active duty as head of the 921st Dispensary x-ray section. ◇ ◇ ◇ Two weeks after Sergeant James F. Braniecki of ANG's 107th Tactical Fighter Gp., Niagara Falls, New York, was called to active duty, he learned of an unscheduled vacation. As a top insurance executive, the sergeant and his wife were given an all-expense-paid trip to London, Paris, or Rome. One hitch—the offer was good only until April 1, 1968. Thanks to his home office, they'll get the trip when he returns from active duty.

The 547th Night Fighter Sq., is trying to contact ex-members. The group will hold its second annual reunion in August at St. Louis. For details contact Bill Allton, P.O. Box 3263, Tulsa, Oklahoma 74101. ◇ ◇ ◇ El Diario-La Prensa, a Spanish daily newspaper in New York City devotes a weekly column to the National Congress of Puerto Rican Veterans. The column features news about service people of Puerto Rican origin including members of the AFRes and ANG. ◇ ◇ ◇ The 21st Annual Reunion of the 2nd Air Div. Assoc., of the Eighth Air Force (WWII) will be held in Chicago at the Sheraton—Chicago Hotel, June 14-16. Reservists and Air Guardsmen who are members of the Association may contact Robert Pellican, 20 South George St., Mt. Prospect, Illinois 60057.



Academy Counselor

by Lt. Gen. Thomas S. Moorman

Superintendent, USAF Academy

If you believe you can help us and are willing to assume the responsibilities which go with the job, we'd like to hear from you. For additional information write to: CRCAS, USAF Academy, Colo. 80840

ADMISSIONS Counselor for the Air Force Academy? This may not sound like a task which an aeronautical engineer would undertake. And it probably isn't unless that engineer also happens to be an Air Force Reservist and a Liaison Officer for the Academy.

Lieutenant Colonel Stewart Hawkins, Kettering, Ohio, is the subject of this story. But with slight changes, it could also be written about any one of more than 1,000 Reserve officers who perform this vital function.

our man in Dayton

Colonel Hawkins left the Air Corps in 1946 as a captain. He flew with Reserve squadrons in Texas until 1953 when he moved to Ohio. After participating in other Reserve programs until 1963, he accepted a position as an LO and has been active since that time.

What does Colonel Hawkins do? Allow me to take you through one month's activities:

September 28—October 1: Attended LO Conference, Colorado Springs. This is a biannual conference held at the Academy with about one-third of all LOs nationally in attendance. They are brought up-to-date on Academy programs, but more important, they feel and sense the atmosphere at the Academy, so necessary in their counseling tasks.

October 4: Participated in high school counselor's workshop. This was a meeting at Wright-Patterson AFB in conjunction with a statewide educator's conference.

October 5: Counseled three boys on application procedures, a vital function of the LO program.

October 10: Recruited a Reserve officer for the LO program. WE NEED YOU!

October 12: Attended a college night. Held at most high schools, they give LOs a chance to stimulate interest in the Academy.

October 14: Prepared newsletter for high school counselors. An educator airlift is a vital adjunct to the LO program. The high school counselors must be aware of the kind of young man the Academy seeks and the programs which contribute to his goals.

October 15: Attended LOC meeting. The United States is divided into Liaison Officer Coordinator areas. The LOC is the man who coordinates the efforts of his LOs, making sure that high schools within his geographical area are covered and that all boys seeking information have the services of a liaison officer.

October 21: Mailed newsletter and promotional material to high schools. Completed the work of October 14.

October 25: Met with local Air Force Association chapter president to discuss a recognition program for Academy cadets. The AFA is an active supporter of Academy programs, taking great pride in cadets.

October 29: Visited a boy interested in applying to the Academy. The boy sought by the Academy must make a mature and well-considered decision before he enters. Only with the best of information about the Academy and the Air Force is he able to do so.

October 30: Visited with high school principal and counselors. Visits to the Academy must be followed up and the latest and best information gotten to the counselors if they are to counsel young men on future career plans.

Sound like a full and demanding schedule? Well, it is, but Colonel Hawkins and his more than 1,000 colleagues pursue it with an enthusiasm which is the constant wonder to those of us who watch them and are aware of their work. And when we consider that they do not receive pay, the total program becomes all the more remarkable. Oh yes, they do have an opportunity to come on an active duty tour at the Academy once every three years, but the tour is meant for stimulation and not for reward. Incidentally, it is the only Reserve program for Reinforcement Designees (Part III) which does have this active duty opportunity.

but we need help

More and more high schools are appearing every year and our goal is to have an LO assigned to every high school in the country. To be sure, we won't reach the goal, but we want to try. Secondly, many of our present LOs are facing retirement in the near future. We are anxious to get young officers on the rolls—officers whom we can count on for many years of service. The Liaison Officer program is vital to the Air Force and to the Academy. It is the envy of our sister service academies.

continued

A NEW ERA IN AIRLIFT CAPABILITY

even become the wing vice commander. Naturally, he must be qualified and ready.

By performing specific additional duties as an assistant to the wing commander, the associate group commander will increase his ability to function in his position.

Brigadier General Gilbert L. Curtis, (major general nominee) commander of the 63rd Military Airlift Wing, has been closely involved in the preliminary organizational phases of the first Associate Program to be established—the 944th Military Airlift Group.

He has said, "All of us in the 63rd are proud that our unit and Norton AFB have been selected for this first Associate Program. It will be a challenging job—but I'm sure with the wonderful spirit, the dedication, and the many talents of the Reservists in the greater San Francisco area—it will be highly successful and a decisive contribution to the 63rd's airlift capability."

We have been busy developing the *Program Action Directives* to be used for the first five associate units. They represent the best initial approach we can come up with in the establishment and operation of an associate unit.

The directives are based on considerable analytical work, by all MAC staff agencies, and they must be followed closely to test some of the new concepts. However, the directives are not put down in concrete.

The whole program is, therefore, subject to change when a problem becomes evident. To exercise logical control, the changes must be made at Headquarters MAC level. Major Archer L. Durham of MAC's Advanced Programs and Policy Division has that responsibility in his role as Associate Unit Program Manager.

As the Associate Program continues to develop, there will be new tasks identified that are unforeseen or premature at this time. A specific example is refining the wartime Unit Manning Document (UMD)—to confirm the mobilized position that supervisory level Reservists will train for. Another important aspect is, of course, the contributions of all personnel involved to improve the program as it develops.

And speaking of people, General Estes, General Curtis, and all of us who have worked on the program are aware that it will take dedicated and professional people to make the program go.

We have developed UMDs for the Associate Reserve groups which call for 413 drill pay positions—66 officers and 347 airmen. Each group will have 119 Air Reserve Technicians (ART) and 12 civil service clerical employees for peacetime management and to support Reserve training programs.

Recruiting efforts, both for military drill pay positions and the ART positions, are directed, for the most part, at the people who formerly were assigned to the inactivated units. Their experience level is extremely high.

As General Estes commented shortly after Secretary McNamara approved the initial program:

"The Air Force Reserve, over the years, has given to the regular Air Force tremendous backup in both flying and ground units. . . . As far as the Military Airlift Command is concerned, the Air Force Reserve has provided support in terms of airlift units and air rescue units in addition to a number of different types of ground units. It is vitally important to the capability of the Military Airlift Command that this Reserve support continue into the future.

"Furthermore, it is important as we achieve new and modern aircraft in the inventory of the Military Airlift Command, such as the C-141 and the C-5, that our Reserve forces be capable of operating these more modern types of aircraft rather than back up the regular force in outmoded older style aircraft.

"This is the purpose of the Associate Program within the Air Force Reserve: To directly couple formed Reserve units, not individuals, with regular units flying these modern aircraft so that in times of emergency we are capable of achieving maximum capability which is inherent in these new modern aircraft. I am sure that this is going to be a fine program for the Reserves and the United States Air Force."

the air reservist
OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

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Air National Guard Air Force Reserve
Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

EDITOR / Fred E. Giachino

ASSOCIATE EDITORS / Tom Wright
William J. Turner

STAFF WRITERS / SMSgt. Paul E. Collins
MSgt. Joe T. Redden

The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER. . . . focuses on RB-57s of ANG's 190th Tactical Reconnaissance Gp. The 'eyes in the sky' missions performed by RB-57 and RF-84 'recce' units can provide air and ground commanders immediate graphic evidence of enemy positions. (See pg. 4)

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver Colorado, 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

Do not send changes to The Air Reservist.

The Air Reservist is an official publication of Hq USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U.S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces. Use of funds for printing has been approved by Hq USAF.

Address magazine correspondence, including material for publication, to: **Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, D.C. 20332**

SURVIVAL OF THE FITTEST

"RIGOROUS . . . exhausting . . . but very rewarding."

These were the reactions of former Air National Guard pilots completing the Tactical Air Command's Sea Survival School at Homestead AFB, Florida. TAC has been conducting special classes for fighter and reconnaissance aircrews of 11 ANG groups called to active duty in January.

The students are acquainted with each item of personal survival gear including a ride down the parachute descent tower and entry into the water, swimming from under a chute, life raft entry procedures, and the use of each type of helicopter pickup equipment.

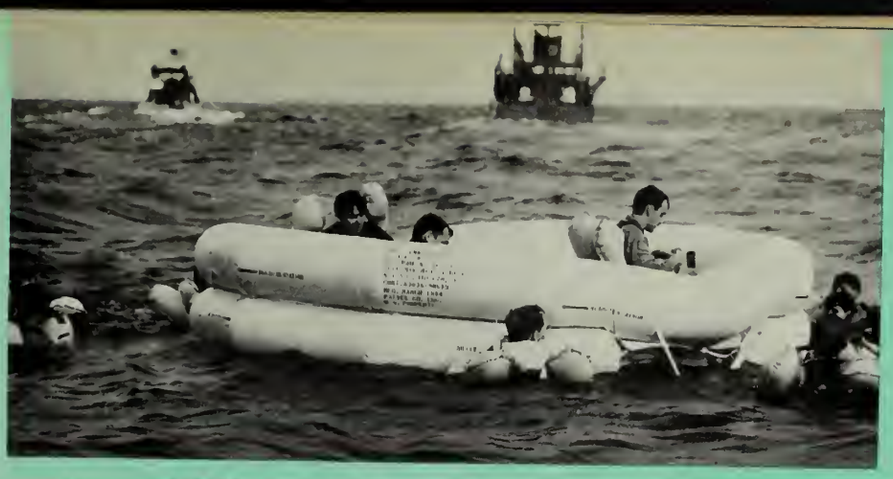
They also learn what to do when pulled through the water by an inflated parachute, and as a group, spend nearly four hours in a 20-man raft before being "rescued" to gain experience in survival situations. Other training includes desalinization of water, signalling practice and exercises in patching punctured flotation equipment.

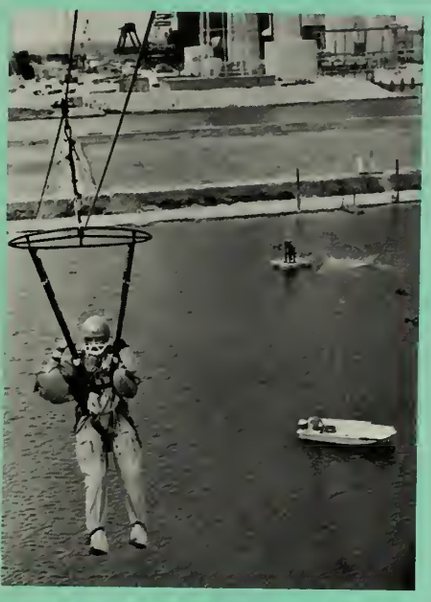
High point of the program is the para-sail ride. A tow craft pulls each man and his chute from a floating platform until he reaches a height of approximately 500 feet. The rope is released and the student experiences a free parachute descent to a water landing.

The graduates were unanimous in their praise of the school.

Captain George Atkinson, flight surgeon of the 177th Tactical Fighter Group, Atlantic City, New Jersey, attended the course to better understand the problems aircrewmen might encounter in such situations. He had misgivings about being towed underwater while in the parachute harness. "I swallowed half the ocean the first time, but the second time I did it right and all went well."

Another flight surgeon, Captain Walter A. Ceranski of the 107th Tactical Fighter Group, Niagara Falls, New York, cites jumping off a 50-foot tower blindfolded—as one of the more challenging experiences. "They told us we'd be apprehensive, but I was too terrified to be apprehensive."

















(Top) Recalled Reservists visit Korea. (l-r) Capts. R. Ranzenbach and L. Walton Jr., and Maj. C. Harris of 941st MAGp., check weather at Osan AB during C-124 cargo mission. . . . (Right) "Outstanding Support of Air Reserve Forces" award to Indiana Bell Telephone Co. Mr. Roy Echols, pres., accepts from Brig. Gen I. G. Brown, asst. chief, NGB for Air.

reserve camera

across the nation and the world

- mission to Korea
- 'Pride' and Industry awards
- boothside 'manners'

"100% manning . . . increase in medical crews assigned and qualified" . . . earned 36th Aeromed. Evac. Sq. "Pride" award. Presented by Brig. Gen. Ben Mangina, comdr., 442nd MAWg. (parent unit), to Lt. Col. Robert Patrick, comdr., 36th, at Richards-Gebaur AFB, Mo.





"Manning" a booth. Capts. Shirley Kennedy (l) and Bettye Akin of Tenn. ANG's 118th Aeromed. Evac. Sq., explained National Guard publicity programs to visitors at Natl. Assn. of Broadcasters convention in Chicago, Ill. Photos are of entertainers who have "cut" records for NGB's public service radio programs.

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the air reservist

JUNE 1968



Reduction in call up based on reevaluation

This year's second mobilization of Air Reserve Forces units took place May 13. About 2,250 individuals were activated. Originally, about 3,500 had been alerted.

The reduction was based on a reevaluation of active duty manpower requirements in the supply, communications, combat support and medical mission areas. Therefore, such support squadrons and flights of the following parent groups were not recalled:

Air National Guard's 174th (Syracuse, New York) and 175th (Baltimore, Maryland) Tactical Fighter Groups, and Air Force Reserve's 930th Tactical Airlift Group, Bakalar AFB, Indiana. In addition, Reservists of the 22nd Medical Service Squadron, Baltimore, were not activated. The 22nd is a self-supporting unit and is not attached to a group.

Air Guardsmen and Reservists who already had arranged their personal affairs to a point where hardships would result if not recalled, were accepted for active duty to fill requirements elsewhere in USAF.

news



TSgt. Boyle and wife, Marie, walk to plane which flew 120th TFSq. to Southeast Asia. It is first former ANG unit to see duty in Vietnam.



First Lieutenant James E. Betts

Awarded the Air Force Commendation Medal for outstanding achievement while on temporary duty with the National Guard Bureau's Office of Equal Opportunity. He is a pilot with 175th Tactical Fighter Gp., Baltimore, Md. Maj. Gen. Winston P. Wilson, chief, NGB pins medal on during Adjutants General conference in Boston.

ROA conventioneers to hear Chief, AFRes

Convention time . . . the Reserve Officers Association holds its annual conclave (42nd) on June 19-22 at Bal Harbour, Florida.

Major General Tom E. Marchbanks Jr., chief of the Air Force Reserve, is scheduled as the principal speaker at the Air Section meeting, June 21. Also attending will be the Honorable J. William Doolittle, assistant secretary of the Air Force for Manpower and Reserve Affairs.

ROA's *Distinguished Service Citations* are to be presented to General Gabriel P. Disosway, commander, Tactical Air Command, and Representative Porter Hardy Jr., (Virginia) of the House Armed Services Committee.

Vice Admiral Benedict J. Semmes Jr., commander of the 2nd Fleet, is to receive the association's *Minute Man Hall of Fame* award. Previous recipients, Rep. Robert L. F. Sikes (Florida) and F. Edward Hebert (Louisiana), are expected to attend.

Do you want a worldwide assignment?

Want a full-time cockpit job? The Air Force has opened a two-year voluntary recall program for Air National Guard and Air Force Reserve pilots assigned to units.

Plans are to recall about 200 majors, captains and first lieutenants between now and June 30, 1969. They will be eligible for worldwide assignment. Southeast Asia volunteers are encouraged.

Applicants must be physically qualified and have served on active flying status within the past five years or be currently qualified in their unit aircraft. For majors, their age minus total active commissioned service can not exceed 40 years. Maximum age for captains is 40 and first lieutenants, 34.

Consolidated base personnel officers have details and applications. Reserve pilots not assigned to units may apply for recall by submitting Air Force Form 125 directly to the Air Reserve Personnel Center, 3800 York St., Denver, Colorado 80205.

M-Day pay slots open at ADC bases

The Aerospace Defense Command has hung up the *Help Wanted* sign. Its nationwide recruiting drive is based on a recent sizable increase in mobilization augmentation positions. About 7,100 officers and airmen now are authorized as ADC augmentees.

These Ready Reservists are prior servicemen in the Air Force Reserve and are assigned to a specific position with an active duty unit near their homes.

Augmentees train one day each month, normally serve a 12-day active duty tour each year, and receive pay based on their military grade. With unit approval, they usually can choose training dates—monthly and annual.

To apply, contact the Reserve Affairs officer at the Air Force base nearest your home.



Typical May recall scenes

◄ MSgt. J. Brown of AFRes 34th Aeromed Evac Sq., Kelly AFB, Tex., logs in 1st Lts. Oralia Pena and Diana Curi (r). ► Air Guard's 174th Tac. Ftr. Gp. of Syracuse, N.Y., worked evenings to prepare for recall. TSgt. G. Richardson immunizes Sgt. G. Serio as his brother, Sgt. P. Serio, waits.



Are you entitled to uniform allowance?

Recalled to active duty? If you are an officer, you're entitled to an additional $100 for uniform allowance after you've completed 90 days of your tour. There are a few restrictions:

The allowance is not payable if you have received an initial uniform allowance of more than $200 within a period of two years before entering on this tour.

It is not payable if your tour began within two years after the end of a previous period of active duty, or active duty for training, of more than 90 days. This applies whether or not an allowance was paid for the previous tour.

Industrial College lists '68-'69 seminar sites

The Industrial College of the Armed Forces begins its 21st year of conducting National Security Seminars in October.

The seminars are based on the college's resident course and cover topics related to the management of national security resources and other factors affecting our nation's survival. Each is two weeks long and consists of 33 presentations supplemented by films and a question and answer forum. In addition to reserve and active duty officers, they are open to representatives of industry, labor, business, the professions, government and community officials.

During the 1968-69 academic year, seven courses are scheduled: (1968) Provo, Utah, October 14-25; and Sioux Falls, South Dakota, November 11-22. (1969) Battle Creek, Michigan, January 6-17; San Diego, California, February 3-14; Dallas, Texas, March 3-14; West Palm Beach, Florida, April 14-25; and Columbia, South Carolina, May 5-16.

Air Force Reserve and Air National Guard officers may apply through normal channels.

Got a personnel question? ARPC has the answers

A telephone call. That's all it takes to set up an appointment to review your records at the Air Reserve Personnel Center in Denver, Colorado. Reservists not on active duty may call in advance to be sure the record is pulled from the files and is ready for review. The number to call: Area Code 303, 825-1161, extension 359.

The center's normal hours of operation are 7:15 a.m. to 3:45 p.m. (Mountain Daylight Saving Time), Monday through Friday. Reservists should try to arrive early but no later than 2:45 p.m.

ANG picks top NCOs as academy instructors

An apple for the teacher? Make it six if you're attending the Air National Guard's NCO Academy at McGhee Tyson AP, Tennessee.

In April, a National Guard Bureau board selected six full-time instructors from 57 applicants. The first class will convene June 23.

The new academy instructors are: Chief Master Sergeant Richard Vincent (Utah); Senior Master Sergeants Cuba Collinsworth Jr. (Ga.) and Frank Davite (Mo.); Master Sergeants Clarence Breneise (N.D.) and Frank Joseph (Ga.); and Technical Sergeant Glenn Ballard (Ark.).

Logistic experts win massive 'paper' war

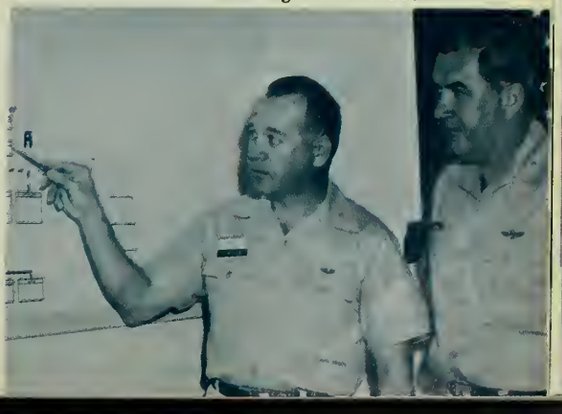
LOGEX '68 is over and so is another simulated war!

LOGEX is the Army's annual logistical exercise and the Air Force Reserve plays an important role. The paper war was held at Fort Lee, Virginia, May 1-10.

The exercise is a command post and map maneuver conducted under simulated combat conditions. Its purpose is to train personnel by exposing them to problems they would face in a real war. About 3,500 people took part in the logistical maneuvers.

This year's problems were based on the assumption that an aggressor force had launched a conventional ground and air attack against central Europe. Air participants set up the equivalent of a headquarters, U. S. Air Forces in Europe and guided the administration and logistical support of all USAF units in the theater of combat operations.

AFRes Brig. Gen. James Murray (r), comdr. of USAF participants in LOGEX, confers with Lt. Col. W. Comstock during exercise.



IT'S A DIFFERENT

by Mr. Herb Prouty

60th Military Airlift Wing

Navigating at eight miles-a-minute requires complex equipment and well-trained personnel. In an emergency, a shortage of these specialists could be disastrous. . . .



SIXTY-SIX California business and professional men are quietly closing a potentially dangerous 'jet age' gap. They are Air Force Reserve officers enrolled in a crash program called *Civil Reserve Air Fleet Navigator Training.*

The program began last July under the guidance of the Military Airlift Command (MAC). Its objective is to develop a pool of reserve talent in the event of an emergency mobilization of the nation's vast civilian airline reserves. Should this happen, trained navigators would be in short supply.

Since its inception, the program has converted a number of C-47 *Gooney Bird*-era navigators into specialists capable of taking over the complex computerized guidance systems of C-141 *Starlifters.*

There are similar classes for Reservists at McGuire AFB, New Jersey and Dover AFB, Delaware. Another course is expected to be started at Norton AFB, California, next fiscal year.

Most airlines don't need navigators aboard their cross-country jets. It's a different story in an international emergency. In that event, jetliners called into military service would operate mostly outside the elaborate communications network of continental U. S.

Much of the responsibility for the control of today's transport planes rests with the man who plots its course. He must pinpoint an overseas landing spot and determine the heading and speed to assure a safe, on-time arrival.

Such a man is Captain Donald L. Tipton, who works as an attorney in San Francisco. A propeller-engine navigator during the Korean conflict, he joined the Air Force Reserve's 8500th Navigator Training Squadron at Hamilton AFB, California, following his active duty.

Like other members of the Hamilton unit, he jumped at the chance to enroll in the Travis program. He is one of 21 who have become jet-qualified according to MAC's rigid standards. To do so, he completed 12 hours of ground schooling which included studies of the C-141's complex instruments. The four-engine jet is the Air Force's newest and finest transport. Its navigational equipment is considered to be the prototype for commercial airliners.

After ground school, Captain Tipton began a series of weekend flying missions as a student navigator with an active duty C-141 crew. During these flights he checked and applied data pro-

BALL GAME



duced by the computer and other navigational equipment such as *LORAN* and Doppler. His reaction:

"It's a different ball game than C-47s . . . eight miles a minute as compared to three, and seven miles up instead of two or three."

The Reserve students begin with missions to Hill AFB, Utah, and Kelly AFB, Texas. Then they *graduate* to the 2,500-mile trip from Travis to Hickam AFB, Hawaii.

Added to the problems of computation and correction are requirements for forecasting the time and place the plane will penetrate the Air Defense Identification Zone surrounding Hawaii. Failure to do this could set off the elaborate alarm system guarding the island chain. They must do the same before arriving at the perimeter zone around the *Golden Gate* entrance to California.

Navigators also are required to provide information which is flashed to a Coast Guard vessel stationed at a midway point between San Francisco and Honolulu. Named *November*, the ship maintains a constant vigil to aid ships and aircraft in distress.

For most of the World War II and Korea-vintage navigators in the program, the upgrading to jets is interesting and demanding. Referring to the C-141 computer, Captain Tipton says, "It's a jolt to find that this machine doesn't always tell the truth."

"They haven't got all the bugs



out, so it isn't a pushbutton operation yet," says Captain John K. Graves, an instructor. "That's why their training is so important."

Others in charge of the civil reserve program are Major Norman C. Heywood, chief of training, and Major Cornelius T. Andress, assistant chief. Both are veteran Air Force navigators of transpacific and jet flying experience. According to Major Heywood:

"The big problem we have is convincing employers to give the men enough time from their regular jobs. If they aren't able to complete the whole weekend training cycle, it usually means starting over again later."

The Travis class of 66 students is the largest in the program. By a combination of fast-paced ground schooling and Hawaii turnaround trips with experienced MAC crews, they are becoming qualified Air Force jet navigators and are creating a skilled back-up force for American air power.

"We think we have an efficient school," says Major Andress. "We carry cargo and passengers on our flights. So, while we are training navigators, we are helping the mission of the Air Force and the Military Airlift Command."



all you need is an orange juice stand

"AN orange juice stand and a whale . . . they're part of the reason."

Incredible, yet this is the answer the 132nd Fighter Group, Des Moines, Iowa, gave when asked how they became the first Air National Guard unit to earn the Air Force's *Outstanding Unit Award* for a second time.

The award is tough enough to earn once. It was established in January 1954. To date, only 15 Air Guard units have been selected for the honor. USAF makes the award for " . . . exceptionally meritorious service or exceptionally outstanding achievement which clearly sets the unit above and apart from similar units."

Ask the 132nd their secret and they'll take you back to February 1941 when a group of noncommissioned officers converted an orange juice stand into a recruiting booth. The ingenuity and perseverance with which they conducted their campaign made it a success and set the pattern for handling future problems.

Other ingredients are aggressiveness and determination. Soon after being mobilized (September 1941), the unit proved it had both. As the 124th Observation Squadron, they were flying 0-38s and 0-47s on anti-submarine patrols over the Gulf of Mexico. One crew spotted an *enemy sub*. Alone, they went in for the attack, dropping bombs and depth charges with great enthusiasm and unquestioned gallantry.

So what if the sub turned out to be a large sperm whale? Weren't they aggressive . . . determined?

Flexibility is another quality of the 132nd. They have been able to change with the times. When World War II ended, they converted from their observation mission to a fighting squadron role with ease. And, in 1951, they were ready again when called to active duty for the Korean Conflict. Since their return to Air National Guard status (1953), the 132nd pilots have flown F-51s, F-80s, F-84s and their current aircraft, the F-89J.

Success is their byword. The 132nd won the ANG Fighter Gunnery Meet in 1955 and placed fourth in USAF's World Wide Gunnery and Weapons Meet in '56.

In 1961, they earned the *Winston P. Wilson Trophy* as the outstanding ANG all-weather unit; received the *Operational Readiness Plaque* from the National Guard Association; and, placed third in the *Spaatz Trophy* competition.

The 132nd converted to F-89Js in April 1962, and faced a problem. The new plane required radar intercept officers to fly as part of the two-man crew. They had none. Out came the orange juice stand perseverance and before long the problem was solved. Only seven months after receiving the first F-89J, the transition was completed and they had passed the required Tactical Evaluation Inspection.

mark of excellence

More recognition. After becoming firmly established in the F-89J, the 132nd settled down to the job of providing round-the-clock support for the Aerospace Defense Command. In the past six years, they have flown their *Scorpions* more than 44,000 hours without an accident. This earned them numerous safety awards and, in 1965, ADC's *A Award*.

During 1965, the unit also received its first *Outstanding Unit Award* for the excellence of its performance from June 1, 1962, to May 31, 1964; and, its second *Winston P. Wilson Trophy*. In addition, they passed their first Operational Readiness Inspection that year, receiving an outstanding rating for it.

ADC bestowed its second *A Award* on the 132nd in 1966, and they got their second outstanding operational readiness rating in 1967. In January, the Air Force started their year off right with the



Flying Safety . . . *an important factor in determining which units are outstanding. Airmen of the 132nd's maintenance squadron played a significant role in the group's logging over 44,000 accident-free hours in F–89s. (left) Troubleshooting a J–35 jet engine. (below) Bench-checking a pneudraulics line.*

second *Outstanding Unit Award.*

The 132nd's commander, Colonel Wayne C. Nebben, is quick to point out that any talk of awards, missions and performance means only one thing: People . . . the men who fly the planes and the ones who fix them . . . administrative specialists, doctors and nurses . . . the combat support personnel and the supply specialists . . . each engrossed in the total effort of making the 132nd the best unit.

However, as impressive as the 132nd's record may be, they are not out in front by very much. In March, the Air Guard's 144th Air Transport Squadron, Kulis ANG Base, Alaska, earned its second *Outstanding Unit Award* from USAF. It was presented for the distinguished achievements of its personnel during the floods that ravaged Fairbanks during August 1967. The unit received its first award for its efforts during the 1964 earthquake.

Other Air National Guard units that have received the *Outstanding Unit Award* are: (prior to 1968) 108th Tactical Fighter Group, McGuire AFB, New Jersey; 112th Fighter Group, Pittsburgh, Pennsylvania; 152nd Tactical Reconnaissance Group, Reno, Nevada; 163rd Fighter Group, Ontario, California; 123rd Fighter Interceptor Squadron, Portland, Oregon; 138th Aircraft Control and Warning squadron, Greeley, Colorado; and the 147th Fighter Group, Ellington AFB, Texas.

In addition to the 132nd and Alaska's 144th, this year's recipients are: California's 146th Military Airlift Group, Van Nuys . . . 129th Air Commando Group, Hayward . . . and 144th Fighter Group, Fresno; the 115th Tactical Control Flight, Dothan, Alabama; 140th Tactical Fighter Group, Buckley ANG Base, Colorado; and the 107th Tactical Fighter Group. Niagara Falls, New York.

Seems like the Air Guard sure has a lot of orange juice stands.





▲ **Preparedness** . . . *fighter interceptor pilots are briefed before flying an ADC mission.*

▼ **Teamwork** . . . *personified by 132nd airmen as they hook-up a weapons system analyzer.*



The day the pho

by Lt. Col. John G. Doty
127th T... Recon...

• It was only a routine telephone call until the stock broker heard the terse message. He told his boss he was leaving and within minutes was on his way home.

• The grade school teacher was at the blackboard when told he had an emergency phone call. "You sit right there until I get back," he told his class. It was a week before he returned.

• In the luggage store the clerk was completing a sale when the call came. An associate took over as he rushed out of the store.

These are examples of how some of the 1,200 Michigan Air National Guardsmen answered the telephone alert system shortly after Governor George Romney ordered them to duty to help prevent civil disturbance in Detroit in April. They were members of Detroit's 127th Tactical Reconnaissance Wing. Another 800 officers and men of the wing's 110th Group at Battle Creek received similar messages. For most, it was the second call in less than a year.

The death of Dr. Martin Luther King Jr. in Memphis, Tennessee, on April 4, touched off civil disturbances across the country. In Detroit, as elsewhere, store windows were broken, looting took place and rioting became serious.

Policemen on duty were first to respond. When they couldn't cope with the situation, the police reserves were called. Within hours the state's Army and Air National Guardsmen were mobilized.

In 1967, the call to duty caught the Michigan Air Guard off balance. Though they were ready and trained for their tactical reconnaissance mission, they were not prepared to fight a ground war in the city streets. Even without preparation they quickly put 800 men on duty, winning praise from civil officials for their outstanding performance.

This year, they were better prepared. Following last summer's unrest in Detroit, Chicago and Newark, the National Guard Bureau authorized civil disorder control training. Some 24,000 Air Guardsmen including the 127th, received classroom and field training in civil disturbance control.

Michigan's Army and Air National Guard officers, along with state and local officials, were in the midst of preparing plans when Dr. King was killed. The ANG was to defend the city's life line . . . the public utilities; water, gas, telephone, electricity and transportation facilities.

As the disturbances began, Air Guard officers worked feverishly to complete the plan. It was done as the first men reported to the base and were drawing their equipment — weapons, helmets and other combat gear.

Even so, it was a monumental task. The unit was almost completely lacking in the necessities for a ground operation, primarily the essential transportation and field messing facilities.

City-owned buses were used to transport the Air Guardsmen to their posts and state-owned vehicles were pressed into service.

Airmen worked 12 to 16 hour shifts — some subsisting on C-rations. Throughout the trying five days, the 127th maintained constant surveillance of the installations assigned to them. Not a single utility was damaged.

Contributing to the smoothness of the operation were personnel of the 127th's intelligence section. Earlier, they had developed target folders containing maps and information pertaining to the installations assigned to the ANG for protection. They also provided city and area maps, and helped keep personnel informed of local and national developments through round-the-clock, hourly briefings. Detroit newspapers had been on strike for weeks and the intelligence summaries proved invaluable to Guardsmen and police.

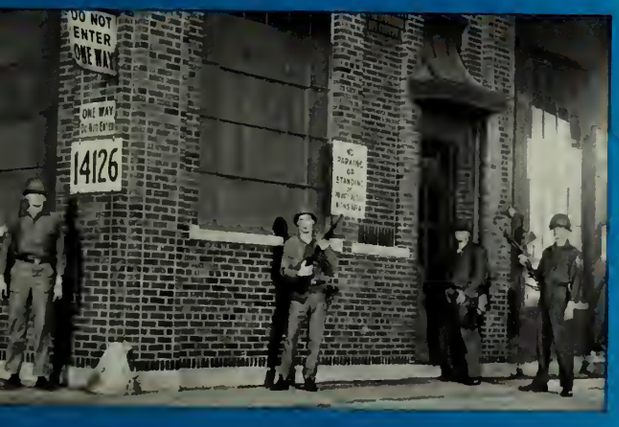
Based on this experience more elaborate plans have been prepared. Michigan Air Guardsmen are now ready for a new role . . . civil disturbance control.

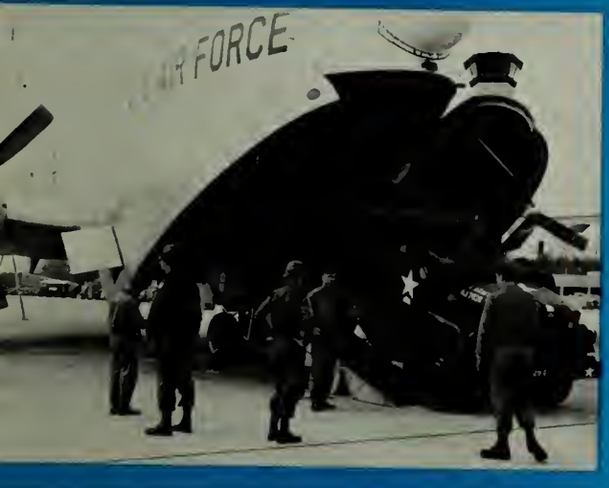














[Ed. Note: Baltimore, Chicago and Washington, D.C., also were targets for demonstrations. Air Guardsmen were ordered to active State and Federal status during the unrest. Air Force Reservists participated voluntarily by flying deployment and redeployment missions and airlifting personnel and supplies to the areas.]

airlift

The flare-up of civil disturbances across the nation pressed thousands of Army and National Guard troops into duty. Many were airlifted to the hard hit areas by Air Reserve Forces crews and aircraft.

ANG transports provided intra-state airlift for Army Guardsmen and also assisted in the redeployment of Federal troops. They logged 291 sorties, hauling 9,340 passengers and approximately 1,000 tons of cargo.

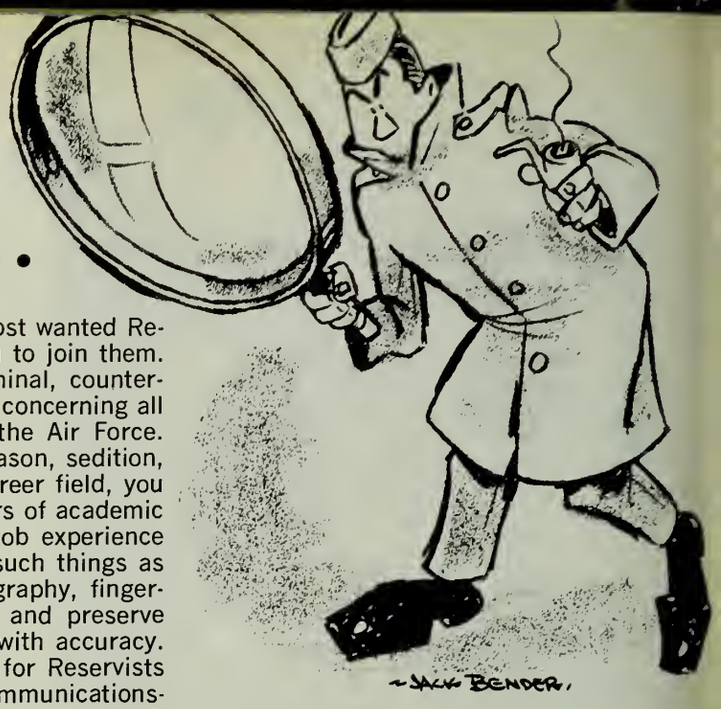
Air Force Reserve crewmen are credited with moving approximately 20 per cent of the Federal troops. They flew 359 missions, carrying 5,989 passengers and some 1,654 tons of cargo.

Reserve Forces commended

President Lyndon B. Johnson expressed his personal gratitude in a letter to the Hon. Clark Clifford, Secretary of Defense, stating; "The people of our nation share with me a great pride in the responsiveness, the restraint and the superb discipline demonstrated by Federal and National Guard troops . . . [they] fulfilled with distinction an assignment that was regrettable, but unavoidable . . . commanders and their superbly prepared men carried out their orders with calm professionalism."

General John P. McConnell, Air Force Chief of Staff, praised the voluntary contributions made by Air Force Reservists and Air National Guardsmen. In a message to Lieutenant General Henry Viccellio, commander, Continental Air Command and Major General Winston P. Wilson, chief, National Guard Bureau, he said: "The rapid airlift of Army Forces during the recent civil disturbances . . . reduced the severity and duration of these disturbances . . . Such loyalty and professionalism was a major contribution to an outstanding demonstration of the flexibility and impact of air power."

After the phone rings: **a/** *Protecting Detroit's public utilities such as water supply was responsibility of Mich. Air Guardsmen . . .* **b/** *The 127th's Intelligence Section kept military and local officials abreast of latest events. TSgt. M. Ferguson (3rd from left) supervises preparation of situation map. . . .* **c/** *Airmen of 127th guard a city bus terminal. . . .* **d/** *Typical scene at Andrews AFB, Md., during Washington, D. C., disturbances was arrival of soldiers and equipment. The AFRes' 459th MAWg. (Andrews) flew missions to Georgia, Texas and Colorado in the pickup and return of Army troops. . . .* **e/** *City buses transported 127th men from flightline to preplanned sentry posts throughout Detroit.*



the OSI caper...

THE OSI has you on its list of the 253 most wanted Reservists! Shook? Don't be, they want you to join them. USAF's Office of Special Investigations provides criminal, counter-intelligence and special investigative service concerning all matters coming under the jurisdiction of the Air Force. Examples: major criminal offenses, subversion, treason, sedition, espionage and sabotage. No matter what your career field, you can fill an Investigator vacancy. After two years of academic training, you'll get another year of on-the-job experience assisting active duty agents. They'll teach you such things as investigative procedures, legal technicalities, photography, fingerprinting and ballistics, how to collect and preserve evidence, and how to fire a hand gun. . . . with accuracy. In addition to investigators, OSI also is looking for Reservists with experience in these specialities: (Officer) communications-electronics, 3016; administrative, 7024; and communications, 3034. (Airman) ground radio communications, 30490 and 30474; administrative, 702X0; stenographer, 704X0; and personnel, 73250. Vacancies are located in all major cities and USAF bases. See *Help Wanted*, page 14.



by way of MARS...

VIETNAM to the U.S. . . . 6,800 miles. The 938th Communications Flight is there in minutes . . . by way of MARS. Hard to believe? Through the Military Affiliate Radio System (MARS) at Hamilton AFB, California, they provide servicemen with long distance communications at no cost. They averaged about 300 calls each Reserve training weekend . . . most to Southeast Asia. Since these Reservists were activated January 26, that number of calls has increased astronomically. Problems? "We have trouble 'patching' phone calls from Vietnam because the North Vietnamese have been jamming them. It sounds like they're running an electric shaver next to a microphone," says First Lieutenant John F. Kreis. Major Louis Testaguzza, commander of the flight, is proud of the morale boosting effects his men have achieved: "They perform an excellent service for the local and national community. . . . Families are thrilled at the opportunity to talk to their boys."

. . . and now a word from your National Guard



HERB ALPERT . . . Petula Clark . . . Tony Bennett . . . The Monkees. Sound like an all-star cast? These and many more top recording artists perform their latest hits for the National Guard's radio programs—*Guard Session* and *Guard Scene*. They are played by more than 2,900 stations throughout the United States and Puerto Rico. The 15-minute programs also feature interviews with the stars. Music man Skitch Henderson is the current host of *Guard Session* which is beamed to "pop" listeners by about 2,500 commercial outlets. *Guard Scene*, hosted by New York City disc jockey Ed Baer (shown here with Petula Clark), is aimed at the "young set" and heard over some 400 radio stations. Thirteen of the nation's top 15 "rock' performers were guests on the show during the first six months of 1967. Next time you hear your favorite song, don't be surprised if its followed by . . . "And now a word from your NATIONAL GUARD."

by Capt. Robert Blanchard
932nd Military Airlift Group

BIG DADDY is a

WE'D like to tell you about *Big Daddy*. Man, he's some tiger . . . one hundred thirty feet long and three stories high. And he can consume tons and tons of *food*.

This *Big Daddy* is a C-124 *Globemaster*. He earned his tiger stripes winging priority cargo to the U.S. Forces in Vietnam.

The Military Airlift Command has many transports island-hopping across the Pacific, but there is something different about *Big Daddy* . . . he belongs to that exclusive fraternity called the Air Force Reserve. He is 100 per cent Reservist (ready and available), a member of the 932nd Military Airlift Group, Scott AFB, Illinois.

The 932nd is one of 14 Air Force Reserve C-124 groups assigned to MAC. *Big Daddy* isn't the only Reserve *bird* flying the MAC system. Last fiscal year, other Air Force Reservists and Air National Guardsmen flew more than 24,000 tons of cargo and 18,000 passengers in over 1,100 missions to Southeast Asia.

During one of these missions, we helped *Big Daddy* become a tiger. How? With the help of our loadmasters, the ground crew at Da Nang AB, South Vietnam, turned *Big Daddy* around so fast that we earned the *Tiger Award*. This is given by the Air Force's 617th Military Airlift Support Squadron there. Included in the turnaround time was the loading of 3,000 pounds of cargo which we returned to the States.

It was a very memorable trip . . . worth the reliving:

Our crew is composed of Aircraft Commander Colonel Allen A. Beaumont, commander of the 932nd; Captain Raymond G. Tilton, pilot, and myself, copilot; Major Charles E. Lasswell and Captains Robert L. Lutz and Richard A. Platt, navigators; Master Sergeants Laurance L. Doby and Herschell L. Rhones, and Staff Sergeant William M. Laurie, flight engineers; and Master Sergeant John Bartin and Staff Sergeants Edward E. Potter and Lewis S. Crabtree, loadmasters. Civilian occupations of the Reserve crew members included Civil Service technicians, engineers, a newspaper reporter, postal carrier, farmer and an insurance adjuster. The only active duty member is Technical Sergeant John F. Hoke, a MAC flight engineer examiner.

First Day. 1,402 miles, 7.8 hours, Scott to Norton AFB, California to pick up 16,000 pounds of cargo destined for Da Nang AB, South Vietnam. We arrive at smog-bound Norton, near Los Angeles, and report to the MAC Airlift Command Post (ACP). With that step, we become a part of the MAC system. *Big Daddy* has two mission numbers, one MAC and the other for the Continental Air Command (CAC). Our movements are watched on the big boards of the



"Big Daddy and crew"



MAC command post at Scott and CAC's at Robins AFB, Georgia. The ACP coordinates all activities that keep us on schedule—refuelings, loadings, inspections and maintenance. Our schedule calls for 15 hours ground time between flights, with a 24-hour layover in the Philippines.

Second Day. 2,341 miles, 12.2 hours, Norton to Hickam AFB, Hawaii. The vast stretch of the Pacific Ocean seems endless, but about sunset we sight Molokai Island, wing past Diamond Head on Oahu Island and land at Honolulu IAP, which adjoins Hickam.

Third Day. 2,020 miles, 9.3 hours, Hickam to Wake Island. Maintenance men at Hickam delay our takeoff three hours to change a generator. *Big Daddy* climbs rapidly to 8,000 feet and settles down to another long haul. The ocean is so peaceful that the plane seems suspended, its propellers churning hard but seemingly taking us nowhere. Sunset over the Pacific is unrivaled for beauty, however, we welcome the image of Wake Island on our radar scope.

Fourth Day. 2,723 miles, 13.1 hours, Wake to Guam to Clark AB, Philippines. An incident at Wake demonstrates the compatibility of Reserve and Regular MAC crews. One of our navigators is "loaned" to a MAC crew for the leg to Clark when their navigator has to take emergency leave. *Big Daddy* takes the long jump in stride. We arrive at Andersen AFB, Guam, in mid-afternoon, unload cargo and refuel. Soon we were back in the air. The lights of Manila signal the end of our longest day. Within minutes we touch down at Clark.

Fifth Day. 1,763 miles, 9.6 hours, Clark to Da Nang and return to Mactan AB, Philippines. This is the day *Big Daddy* becomes a tiger. Pilots and navigators are briefed by intelligence officers on the flight into the combat zone.

On the way to Vietnam we cruise at 205 knots on Airway Red 6, over the South China Sea. We arrive over the low coastal area south of Da Nang in the late afternoon. Our approach to Da Nang starts from 3,000 feet altitude, a short distance from the field. Colonel Beaumont guides *Big Daddy* down the steep approach like a fighter pilot . . . a precaution against possible Viet Cong ground fire.

"Welcome to Da Nang AB—World's Busiest Airfield," reads the sign over base operations. It is. There are endless rows of warplanes. Helicopters buzz overhead and a camouflaged AC-47 labeled "Gunfighter Airlines" is being readied for a mission.

The stay at Da Nang is brief . . . and that's the way they want it.

We depart at dark. During the climb out, pilot and navigator spot explosions "like the Fourth of July" a few miles from the field. Then we fly into a cloud layer, suddenly leaving the war far behind.

Sixth Day. At last we have a chance to catch our breath. Arriving at Mactan early in the morning, we have a whole day for rest, recuperation and sightseeing.

Seventh Day. 2,541 miles, 14.1 hours, Mactan to Wake. We overfly Guam to skirt *Typhoon Gilda*, and bucking a headwind, sail smoothly on to Wake.

Eighth Day. 1,999 miles, 10.3 hours, Wake to Hickam. Following some minor maintenance and the loading of a 12,000 pound generator, we depart. Shortly after takeoff, our number three engine begins to backfire. Power is reduced by the pilot and we continue on to Hickam.

Ninth Day. 2,317 miles, 11 hours, Hickam to Norton. Uneventful until we are about three hours off California. "George," our usually trusty autopilot, suffers a breakdown and the pilots fly the bird into Norton.

Tenth Day. We rest and prepare for our last leg.

Eleventh Day. 1,451 miles, 6.8 hours, Norton to home. Departing shortly after midnight, we pour on a burst of speed, completing our mission four hours ahead of schedule. During the trip we have logged 18,557 miles; 94.2 hours of flying time; 96,914 ton miles and 14,510 passenger miles.

Colonel Beaumont commends the crew for a job well done. However, one of our engineers is overheard remarking that such a smooth flight should be expected ". . . when you send the first team."

Help Wanted

KEY	UNIT
1.	908th Tactical Airlift Gp., Brookley AFB, Alabama 36615
2.	302nd Aerospace Rescue & Recovery Sq., Luke AFB, Arizona 85301
3.	486th Medical Service Flt., Williams AFB, Arizona 85225
4.	417th Medical Service Flt., Castle AFB, California 95342
5.	456th Medical Service Flt., Edwards AFB, California 93523
6.	144th Fighter Sq., 5425 E. McKinley Ave., Fresno, California 93727
7.	416th Medical Service Flt., Hamilton AFB, California 94935
8.	24th Medical Service Sq., March AFB, California 92508
9.	87th Aerial Port Sq., McClellan AFB, California 95652
10.	81st Maintenance Sq., McClellan AFB.
11.	163rd Fighter Gp., Ontario IAP, California 91761
12.	169th Aircraft Control & Warning Sq., APO San Francisco 96515
13.	436th Military Airlift Wg., Dover AFB, Delaware 19901
14.	446th Medical Service Flt., Robins AFB, Georgia 31093
15.	519th Medical Service Flt., Mountain Home AFB, Idaho 93648
16.	481st Medical Service Flt., Chanute AFB, Illinois 61866
17.	26th Medical Service Sq., Chanute AFB.
18.	91st Aerial Port Sq., Chicago-O'Hare IAP, Illinois 60666
19.	928th Tactical Airlift Gp., Chicago-O'Hare IAP.
20.	926th Tactical Airlift Gp., USNAS, New Orleans, Louisiana 70140
21.	909th Military Airlift Gp., Andrews AFB, Maryland 20331
22.	905th Military Airlift Gp., Westover AFB, Massachusetts 01022
23.	541st Medical Service Flt., Keesler AFB, Mississippi 39534
24.	419th Medical Service Flt., Keesler AFB.
25.	442nd Military Airlift Wg., Richards-Gebaur AFB, Missouri 64030
26.	157th CAM Sq., Pease AFB, New Hampshire 03801
27.	438th Military Airlift Wg., McGuire AFB, New Jersey 08641
28.	35th Medical Service Sq., USNAS, Brooklyn, New York 11234
29.	109th Military Airlift Gp., Schenectady Co. AP, New York 12301
30.	174th Tactical Fighter Gp., Hancock Fld., Syracuse, New York 13225
31.	428th Medical Service Flt., Hancock Fld.
32.	302nd Tactical Airlift Wg., Clinton County AFB, Ohio 45177
33.	910th Tactical Airlift Gp., Youngstown MAP, Ohio 44473
34.	494th Medical Service Flt., Altus AFB, Oklahoma 73521
35.	939th Tactical Airlift Gp., Portland IAP, Oregon 97218
36.	193rd Tac. Elec. War. Gp., Box 416, Middletown, Pa. 17057
37.	92nd Aerial Port Sq., 1160 Wyoming Ave., Wyoming, Pa. 18644
38.	911th Military Airlift Gp., Gtr. Pittsburgh AP, Pennsylvania 15231
39.	81st Aerial Port Sq., Charleston AFB, South Carolina 29404
40.	20th Medical Service Sq., Carswell AFB, Texas 76127
41.	427th Medical Service Flt., Dyess AFB, Texas 79607
42.	147th Fighter Gp., P.O. Box 34567, Houston, Texas 77034
43.	945th Military Airlift Gp., Hill AFB, Utah 84401
44.	440th Tactical Airlift Wg., Gen. Mitchell Fld., Wisconsin 53207

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are the keys to the list of units with vacancies and the grades indicate the highest grade position available. For information on listed positions, write to the unit using address given.

Officer

Administrative: (Capt.) 27.
Air Operations: (Lt. Col.) 25. (Capt.) 21, 22, 32, 33, 44.
Aircraft Maintenance: (Maj.) 21. (Capt.) 13, 19, 27, 44.
Avionics: (Capt.) 32, 33, 44.
Civil Engineer: (Maj.) 25.
Dental: (Maj.) 4. (Capt.) 22.
Flight Nurse: (Capt.) 29.
Flying Safety: (Capt.) 32, 38.
Food Service: (Lt.) 19.
General Surgeon: (Lt. Col.) 22, 41. (Maj.) 8, 15, 31.
Information: (Capt.) 13.
Intelligence: (Capt.) 13.
Legal: (Capt.) 27.
Med.: (Col.) 17. (Lt. Col.) 31. (Maj.) 4, 8, 14-16, 21, 23, 25, 28, 29, 34, 41, 43, (Capt.) 27, 35.
Medical Admin.: (Maj.) 4.
Navigator: (Maj.) 1, 35. (Capt.) 2, 32, 33, 38, 43, 44.
Nurse: (Maj.) 17. (Capt.) 1, 3-5, 7, 8, 15, 16, 21, 22, 24, 28, 29, 35, 38, 40-43, (Lt.) 20, 33.
Personnel: (Capt.) 27.
Pharmacy: (Capt.) 3, 40.
Pilot: (Lt. Col.) 25, 43. (Maj.) 1, 20, 21, 32, 35, 38. (Capt.) 2, 22, 29, 33, 44.
Security Police: (Capt.) 19.
Supply: (Capt.) 19.
Transportation: (Capt.) 9, 19, 37, 45. (Lt.) 18.
Veterinarian: (Maj.) 3, 16, 28, 34. (Capt.) 38.

Airman

Administrative: (TSgt.) 27. (SSgt.) 13, 18.
Aircraft Accessory Maint.: (MSgt.) 33. (TSgt.) 10.
Aircraft Maintenance: (CMSgt.) 13, 27. (TSgt.) 2. (SSgt.) 38. (Sgt.) 10.
CE Mech/Elect.: (Sgt.) 44.
CE Structural/Pavements: (MSgt.) 33. (SSgt.) 21.
Comm. Elect. Systems: (MSgt.) 20. (TSgt.) 35. (SSgt.) 21.
Comm. Operations: (SSgt.) 2.
Data Systems: (TSgt.) 38, 44.
Education & Trng: (MSgt). 33. (TSgt.) 20. (SSgt.) 19, 21, 43.
First Sergeant: (MSgt.) 10.
Fuel Services: (MSgt.) 19. (TSgt.) 32, 38, 44.
Information: (MSgt.) 27.
Intelligence: (TSgt.) 27.
Medical: (MSgt.) 16, 23, 31. (TSgt.) 1, 7, 15, 19, 20, 24, 28, 34. (SSgt.) 38, 40.
Metalworking: (SMSgt). 10. (Sgt.) 19.
Mun. & Wpns. Maint: (SSgt.) 10.
Personnel: (CMSgt.) 27.
Printing: (SSgt.) 27
Security Police: (TSgt.) 27. (SSgt.) 13.
Small Arms Instr.: (SSgt.) 29.
Supply: (TSgt.) 27.
Transportation: (CMSgt.) 32. (SMSgt.) 18. (MSgt.) 21, 25. (TSgt.) 1, 22, 33. (SSgt.) 9, 37, 44. (Sgt.) 39.
Wire Comm. Sys. Maintenance: (Sgt.) 19.

ANG Technician

(Aircraft Electrical Tech., NGW-10) 26. AFSC 42370.
(Aircraft Mechanic, Jet Fighter, NGW-10) 30. 43151/71C.
(Aircraft Radio Maintenance Specialist, NGW-11) 30. 3150/70.
(Flight Simulator Supv., NGWL-11) 36.
(Mech. Accessory & Equip. Repair Supv., NGW-12) 26. 42271.
(Metalworking Tech., NGW-11) 30. 53450/70.
(Missile Guidance Tech., NGW-11) 11. 31651/71L.
(Parachute Rigger/Repair, NGW-11) 42.
(Radar Repair, NGW-10) 12. 303X2.
(Radio Repair, NGW-10/11) 12. 304X0 or 304X4.

OSI Positions

USAF's Office of Special Investigations has 253 officer and airman openings for Air Force Reservists from all career fields. (See story, page 10). Needed are: Officer—*Comm. Electronics* (Lt. Col.) 3016; *Communications* (Capt.) 3034; *Administrative* (Capt.) 7024; and *Special Investigations* (Capt.) 8224. Airman—*Ground Radio Communications* (SMSgt.) 30490, (TSgt.) 30474; *Administrative* (MSgt.) 70270, (SSgt.) 70250; *Stenographer* (TSgt.) 70470, (SSgt.) 70450; *Personnel* (SSgt.) 73250; and *Special Investigator* (MSgt.) 82170. For information, contact any active duty OSI unit or write: Hqs. 1005th SIG (IG), 4th and Adams Dr., S.W., Washington, D.C. 20333.



The 349th Military Airlift Wing has been awarded the Military Airlift Command's *Flight Safety Plaque*. The California Wing (Hamilton AFB) logged more than 21,000 accident-free hours in its C-124s during 1967. On January 26, the unit was called to active duty. ◇◇◇ "Have tools, will repair or build" is the motto of Staff Sergeant James D. Lynch, an Air Guard flight mechanic with the 164th Military Airlift Group at Memphis, Tennessee. On the job, he works on the unit's huge C-124 transports. In his spare time, Sgt. Lynch is building a 25-pound model of the *Globemaster* that will fly 65-70 miles per hour.

The 434th Tactical Airlift Wing claims to have the commuter champ of the Air Reserve Forces. Major Fred E. Oppenheimer, a Reserve navigator, commutes between his home in Colorado Springs, Colorado, and Bakalar AFB, Indiana—1,165 miles one way. Why not transfer? "I like the unit and flying with someone else wouldn't be the same," says Maj. Oppenheimer, an assistant professor at Colorado College. ◇◇◇ Minnesota's 148th Fighter Group is publishing a "Twentieth Anniversary Yearbook" to help commemorate 20 years of Air Guard units in Duluth.

Two new commanders for Air Force Reserve Regions (May 1st) . . . Colonel George R. Bickell succeeded Colonel Adam K. Breckenridge, now retired, of First Region, Andrews AFB, Maryland. Colonel Verne Bivin assumed command of the Fifth Region, Selfridge AFB, Michigan, from Colonel William S. Boyd, also retired. ◇◇◇ Minnesota Air Guard's 133rd Military Airlift Group, Minneapolis, won the *1967 Operational Excellence Award*. The prize was established by the Military Airlift Command's 21st Air Force to foster professionalism among its Air National Guard and Air Force Reserve units. Also in competition were 12 Guard and 7 Reserve Groups. ◇◇◇ The 397th Bombardment Group, active in the European Theater during World War II, is holding its first reunion at Petersburg, Virginia, July 20. For details, write to: Mr. Ray Daniels, 426 Grove Avenue, Petersburg, Virginia 23803.

Q&A

OFFICIAL ANSWERS TO FREQUENT QUESTIONS!

As a Reserve officer I have been gaining points by attending reserve meetings and by taking ECI correspondence courses. How may I become entitled to Uniform Maintenance Allowance? ◇ ◇ ◇ Entitlement to the allowance accrues upon completion of each four-year period of satisfactory service in the Air Reserve Forces, to include at least 28 days of active duty or active duty for training during each four-year period. At least 35 of the 50 points required for each year of satisfactory service must be earned while actually performing duty requiring the wearing of the uniform. If your unit commander certifies that the uniform was worn during preparation of instruction these points may be included. In no case are extension course points allowed. Submit claims to unit of assignment. (AFM 177-105, para 80185, July 2, 1965 as amended)

Are there Air Force Reserve units in foreign countries to which Reservists can be assigned? ◇ ◇ ◇ Reservists residing in some foreign countries may be assigned to *Mobilization Augmentation* positions within reasonable distance from their residence. Reservists in the European area should contact the Commander, Headquarters United States Air Forces in Europe, APO New York 09633, for information. In the Pacific area contact the Commander, Headquarters, Pacific Air Force, APO San Francisco 96533. (AFM 35–3)

I am a Regular Air Force airman and a major in the Air Force Reserve, eligible to retire under Section 8914, Title 10, US Code. The month following my retirement I will be 60 years old. May I retire under Section 1331, Title 10, US Code as a Reserve major? ◇ ◇ ◇ Individuals eligible for military retirement under any other provision of law cannot be retired under Section 1331. Section 8964 entitles advancement to the highest temporary grade held on active duty when active duty time, plus service on the retired list, totals 30 years. (AFM 35-7)

Is it possible for a Retired Reservist to return to an active status and obtain a unit assignment? ◇ ◇ ◇ A member of the Retired Reserve may not be redesignated *Ready* or *Standby* unless the transfer was due to physical disqualification. He may request reassignment if he has not received severance pay for any reason and can furnish conclusive proof that the physical condition which disqualified him no longer exists. (AFM 35-7, para 44) In unique circumstances, the Secretary of the Air Force may make a special finding that the member's services in the *Ready* Reserve are indispensable and authorize reassignment to an active status. (AFM 35-3, para 32-4c)

I have been notified of my eligibility to receive retired pay at age 60. May I continue to participate through ECI? Will points earned be credited to increase the amount of retired pay? ◇ ◇ ◇ Notification of eligibility does not affect participation or other status in the Reserve program. Since you have over 20 satisfactory years you must earn 35 points each retirement year to maintain active status. All retirement points that you earn will be creditable at age 60. (AFM 35–3)

the air reservist
OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

Vol. XX—No. 5 June 1968

Air National Guard Air Force Reserve
Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

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The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER . . . Beginning of a new era: Reservists are teaching Regulars . . . using Reserve C-130s and simulator. Capt. Billie Parker (c) of the 705th Tactical Airlift Sq. (Combat Crew Training), Ellington AFB, Texas, instructs active duty students Capt. Rolland Clarkson Jr. and SSgt. Thomas Kraemer (l). In-flight training is given in C-130s of 446th Tactical Airlift Wg. (Ellington), first Reserve unit to receive the "Hercules" (March 1). The 705th is first Reserve unit to get a mission that includes training active duty personnel. Now conducting its second class, the 705th will train about 60 aircrews each year. Feature will appear in the July issue.

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver Colorado, 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

Do not send changes to The Air Reservist.

The Air Reservist is an official publication of Hq USAF approved by the Secretary of the Air Force in accordance with Section 278, Title 10, U.S. Code. This section requires the dissemination of complete and up-to-date information of interest to the Air Reserve Forces. Use of funds for printing has been approved by Hq USAF.

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reserve camera

- lookers...
- shooters...
- performers...



Associate Unit trainees, SSgts. J. Olsen and A. Sassee (seated, l-r), 939th TAGp., are checked by C–141 flight engineer instructor, TSgt. W. Spencer.



Miss Universe, Louise Hitchcock, lent her charm as "Good-Will-Key Ambassador" for AFRes Day (May 26) at San Antonio's HemisFair '68. Col. John Maney, comdr. 4th AFRes Reg., presents her one of many "city" keys collected by Reservists across the country.



Civilian employees who helped 146th MAWg. earn USAF's "Outstanding Unit Award" assist Col. Richard Denison, wing exec, place insignia on C-97 "Stratofreighter" at Van Nuys, Calif.



The 107th Tac. Ftr. Gp.'s rifle team won Tactical Air Command championship on first try. Four were among top 15 shooters. The former ANG unit (Niagara Falls, N.Y.) was activiated Jan. 26.

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the air reservist

JULY 1968

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Thunder on the Range

The New Hq. Air



General Marchbanks

Key points:

- *Continental Air Command discontinued*
- *Hq. Air Force Reserve established at Robins AFB*
- *General Moore to head new Reserve command*
- *Chief, Air Force Reserve to give policy guidance*

The Air Force Reserve's management structure changes August 1.

Continental Air Command will be discontinued and replaced by Headquarters Air Force Reserve. Major General (designee) Rollin B. Moore Jr. will be the commander. This is the most recent step in the current realignment of the program.

The most significant feature of the reorganization is that the leadership of the Reserve program has been placed in the hands of veteran Air Force Reservists . . . men whose many years of experience makes them keenly aware of the potential of the nationwide program and gives them the ability to help shape its future. As an example, General Moore is the former Air Force Reservist-commander of the 349th Military Airlift Wing, Hamilton AFB, California, which was activated January 26.

Foundation for the realignment was contained in the *Reserve Forces Bill of Rights and Vitalization Act* (P.L. 90-168) which went into effect January 1, 1968. The Act established the Office of Air Force Reserve (AFCOR) headed by Major General Tom E. Marchbanks Jr.

In a June 21 speech to the Reserve Officers Association during their convention in Florida, General Marchbanks stressed the proposed redesignation of the Continental Air Command (CAC) as "one of the biggest steps in building the organization . . . it will function as a separate operating agency under the Air Force chief of staff taking guidance from the Office of Air Force Reserve."

Under the new structure, the Air Force Reserve will exist in name and fact, and be operationally and administratively managed by Reservists as a Reserve command. "This is important," said General Marchbanks, "if we are to enter the future as a distinct entity even though we realize our purpose in being is to become an integral part of the U.S. Air Force when needed and to serve Air Force needs as a part of our training while we are in reserve status."

When the August 1 change takes place, the next phase of the realignment calls for a functional survey to determine which current CAC activities will be better suited to AFCOR and which will remain with the new headquarters at Robins AFB. It is anticipated that some activities now at Robins will be moved to the Pentagon.

The goal of the survey is to determine the means to effect the best possible management structure for the Air Force Reserve. Persons conducting the survey also will consider other functions of CAC which are not directly related to Air Force Reserve matters. The Air Reserve Personnel Center will become a separate operating agency under Headquarters USAF, and the Civil Air Patrol will be under Headquarters Air Force Reserve just as it presently is under CAC.

In line with the transfer of activities, the AFCOR staff is being increased from the original 18 spaces inherited from the former Office of the Assistant Chief of Staff for Reserve Forces. The first increase will be a cadre of 36 (which is presently being accomplished) with an ultimate strength of about 113 spaces.

AFCOR's mission

The function of the cadre will be to assure a minimum disruption to current management operations during the reorganization.

Staff functions of AFCOR will include the Executive Office, Personnel, Plans and Operations, Congressional Liaison and Public Affairs, Logistics and Systems, Programs, Administrative Services, Comptroller and Medical Services. Other functions such as Inspection, Safety, Chaplain and Judge Advocate will be satisfied within existing Air Staff agencies.

AFCOR's mission is to coordinate with and assist the Air Staff in formulating all policies, programs and plans pertaining to the Air Force Reserve.

The gaining command concept will remain unchanged. Under this concept, USAF's major commands are responsible for the supervision of training and inspection of Air Reserve Forces' units.

"We have but one mandate,"

Force Reserve...

said General Marchbanks, "to make the combination of Hq. Air Force Reserve and the Office of Air Force Reserve a perfect blending from which will come an Air Force Reserve fully responsive to all Air Force requirements."

CAC Highlights

[1948-50] Continental Air Command (CAC) was established December 1, 1948. In addition to organizing and training Air Force Reserve, its mission included the inspection and supervision of training of the Air National Guard.

Its first action was to create 20 troop carrier wings and five light bomb wings from Aerospace Defense Command and Tactical Air Command resources, augmented by three fighter wings from the Strategic Air Command.

CAC was also responsible for the air defense of the U.S. and tactical air support of the ground forces. In two years, CAC created America's first air defense system.

[1950-53] With the Korean Conflict outbreak, TAC and ADC were reestablished as major commands. They regained the tactical, troop carrier and air defense missions, leaving CAC to supervise the Air Force Reserve program. In 1951, CAC also assumed responsibility for training and equipping engineer aviation units to accomplish Air Force construction overseas. Of 57 units trained, 33 deployed overseas.

[1953-56] Air Reserve Records Center established on November 1, 1953 . . . It later was redesignated the Air Reserve Personnel Center.

A 1953 reevaluation of the Air Force Reserve program led to the establishment of 50 Air Reserve centers on April 1, 1954. In 1955, increased emphasis was placed on developing combat-ready Reserve Forces units capable of employment and deployment on D-Day.

[1956-60] In November 1956, a USAF board reviewed and identified functions and tasks for Air Reserve Forces in peacetime. *Operation 16 Tons* was conducted by Reserve troops carrier wings. They airlifted one-million pounds of equipment to the Caribbean, demonstrating transport capability. The Air Reserve Technician program was implemented in June 1957 to improve combat readiness of flying units. Civil Air Patrol liaison and advisory functions were transferred to CAC on January 1, 1959.

[1960-68] The Air Force's plan for revised management of the Reserve Forces (May 20, 1960) brought major changes, including establishment of six Reserve regions manned by active and Reserve personnel. Responsibility for supervision of training and inspection of Air Reserve units was transferred to major commands, ending CAC's connection with the Air Guard.

National attention focused on Air Reserve Forces with the eruption of the Berlin Crisis in 1961. Then, shortly after being released from the Berlin call up, the Cuba Crisis occurred. On October 27, 1962, twenty-four Reserve troop carrier squadrons were mobilized to augment the active force.

In April 1965, the airlift capability of CAC units also was used to augment the active duty forces during the Dominican Crisis. With the buildup of forces in Vietnam (1965), CAC's airlift units increased their augmentation for the Military Airlift Command, flying men and supplies to all points along MAC's global routes.

The *Reserve Forces Bill of Rights and Vitalization Act* became effective January 1. It established the Office of Air Force Reserve at the Air Staff level and laid the groundwork for a realignment of the Air Force Reserve's management structure.

Two military airlift wings and their five C-124 groups, and one aerospace rescue and recovery squadron were activated January 26 to boost the strategic reserve on active duty. A second call up (May 13) brought one tactical airlift group, one aeromedical evacuation squadron, three aerial port squadrons and one medical service squadron on duty.



General Moore



Lt. Gen. Henry Viccellio, comdr., CAC, addresses Reservists at recent medical symposium. The general has announced his plans to retire Aug. 1.

news



Maj. Gen. W. Wilson, chief, NGB, receives American Heritage Foundation award for Guard Bureau from Mr. L. Novins (l), Foundation president.

Recalled Reservists get new overseas mission

About 200 members of the January-activated C-124 groups are slated for temporary duty tours in England. The first contingent of 16 *Globemasters,* 18 aircrews and about 100 support personnel is scheduled to leave July 8.

The Air Force is assigning the former Air Force Reservists to the overseas sites to broaden their training in corridor flying, furnish additional logistical support to the United States Air Forces in Europe, and to give them on-site exposure to the Military Airlift Command's overseas facilities.

A Military Airlift Support Squadron, Provisional 1648, of 16 aircraft will be formed at Mildenhall RAF Station, England.

The tours will last 60 days for aircrews, 90 for support personnel, and up to 179 days for the commanders and operations officers of the provisional unit. The five military airlift groups now on active duty: the 904th, Stewart AFB, New York; 918th, Dobbins AFB, Georgia; 921st, Kelly AFB, Texas; 938th, Hamilton AFB, California; and, 941st, McChord AFB, Washington, will provide manpower and equipment for the provisional unit on a rotational basis.

Reservists share CAP leadership roles

Air Force Reserve leadership and military know-how are playing an important role in the Civil Air Patrol's summer training programs.

Under CAP's new Reserve Assistance Program, approximately 7,000 Reservists are earning retirement credits. They are instructing cadets in fields such as search and rescue; civil defense and disaster aid; and aerospace education.

CAP also is introducing a unique experiment in youth guidance. Twenty cadets will attend the first Aerospace Career Counseling Seminar at Maxwell AFB, Alabama, July 13-21. Each will be counseled in a career field of his choice.

Reservists will work with cadets at the CAP Staff College, Maxwell; Cadet Leadership School, Reno, Nevada; at four flying encampments; and during courses scheduled at 12 Air Force bases.



AFCS award winners: ▲ ANG's 234th Mobile Comm. Sq. SSgt. A. Berry (l) and TSgt. A. Bottemiller hook up bare-base control tower. ▼ AFRes' 932nd Comm. Flt. SSgt. A. Watkins (l) and Sgt. J. Elias check test equipment. (PEOPLE, pg. 14)



New courses for Extension Course Institute students

The Extension Course Institute (ECI) recently added the following subjects to its long list of correspondence courses:

Career Development Courses activated are 27250, *Air Traffic Control Specialist/Technician;* 30154, *Aircraft Inertial & Radar Navigational System Repairman;* 32003, *Weapons Control Systems Fundamentals;* 54211, *Electrical Specialist/Technician;* 57150, *Fire Protection Specialist/Supervisor;* 63112, *Fuel Specialist/Supervisor;* 64700, *Materiel Facilities Supervisor;* 73270, *Personnel Technician;* and 73371, *Management Engineering Technician.* Two specialized courses added were 3011, *Communications-Electronics Principles for the Communications-Electronics Staff Officer,* and 3013, *Communications-Electronics Program Management.*

Additions in the Professional Development Programs were *Air Operations/Air Traffic Control* (27150/70, Air Operations, and 27250, Air Traffic Control Operator/Technician) and *Management Analysis* (6812, Introduction to the Statistical, Analysis, Data Processing & Programing Career Field; 6808, Management Analysis; and 68370, Management Analysis Specialist/Technician).

ECI also advises officers enrolled in the Air Command and Staff College's courses 3D, E and F that they must be completed by March 31, 1969. Those courses are being replaced by 3A, *military management;* 3B, *military environment;* and 3C, *military employment.* An ECI story will appear in next issue.



▲ *First AFRes crew to fly C-141. (l-r) Capt. A. Colange, Maj. R. Blalack and Capt. W. Fail Jr. of 944th MAGp. (seated) Lt. Col. F. Riddell, 63rd MAWg.* ▼ *2nd Lt. H. Caven Jr., an OTS honor graduate, is congratulated by Brig. Gen. J. Rose, asst. AG, Air, Texas ANG.*



We need your help! Check address changes

Still getting *The Air Reservist* at your old address? Maybe you notified the wrong people or gave insufficient information.

During June, some 500 change of address notices were received at the editorial office in Washington, D.C. That's mistake number one—they should have gone to the Air Reserve Personnel Center. Seventeen did not include a name, more than 250 did not enclose a previous address label and 35 were illegible.

The Air Reservist wants to reach you on time . . . at the right address. It will with your help. Write new address legibly, enclose old address label from a previous copy, and mail to: ARPC (RPCAS–54), 3800 York St., Denver, Colo. 80205.

NEW PAY SCALE: effective July 1, 1968.

	Less 2	Over 2	3	4	6	8	10	12	14	16	18	20	22	26
AIRMEN						E-9	19.21	19.65	20.11	20.55	21.00	21.42	22.55	24.74
					E-8	16.12	16.57	17.01	17.46	17.90	18.33	18.78	19.89	22.10
				E-7	13.48	13.91	14.35	14.81	15.47	15.91	16.35	16.57	17.68	19.89
			E-6	11.49	11.94	12.37	12.82	13.48	13.91	14.35	14.58			
		E-5	9.73	10.16	10.83	11.27	11.71	12.14	12.37					
E-4	6.34	7.95	8.39	9.05	9.50	**WARRANT OFFICERS**								
E-3	4.59	6.40	6.85	7.29		W-4	21.09	22.58	23.62	24.47	25.11	25.94	26.80	28.88
E-2	3.78	5.30			W-3	18.34	19.40	20.03	20.67	21.29	21.95	22.79	23.62	24.47
E-1	3.65	4.85		W-2	15.81	16.68	17.31	17.93	18.56	19.20	19.82	20.45	21.29	
E-1 Less 4 mos	3.41		W-1	13.93	14.56	15.19	15.81	16.46	17.09	17.72	18.34	18.99		

OFFICERS														
with over four years enlisted, active service.			0-3	21.95	22.99	23.83	25.11	26.36	27.00	0-8	55.48	57.60	59.92	
			0-2	19.62	20.03				0-7	48.74	52.10			
			0-1	15.81			0.6	31.01	32.07	37.13	39.03	39.88	42.19	45.77
					0-5	26.59	27.42	28.88	30.81	33.12	35.02	36.07	37.34	
				0-4	23.62	24.68	26.36	27.84	29.11	30.38	31.23			
0-3	16.61	18.56	19.82	21.95	22.99	23.83	25.11	26.36	27.00					
0-2	13.31	15.81	18.99	19.62	20.03	20.67	21.74	22.58	23.21					
0-1	11.44	12.66	15.81	15.81	16.88	17.51	18.14	18.77	19.62					

Medical Reserve Symposium awards

"Appreciated . . . and indispensable." That's how Lieutenant General Kenneth E. Pletcher, USAF Surgeon General, described the Air Force Reserve medical forces.

The general spoke at Continental Air Command's fifth annual Medical Reserve Symposium May 9 at Bal Harbour, Florida.

CAC *Certificates of Recognition* were awarded to three Reserve units for outstanding improvement in manning, training and operational readiness during 1967. They were the 903rd Tactical Hospital, McGuire AFB, New Jersey; 67th Aeromedical Evacuation Flight, L. G. Hanscom Field, Massachusetts; and the 918th USAF Dispensary, Dobbins AFB, Georgia.

Other speakers included Lieutenant General Henry Viccellio, commander, CAC; Brigadier General Joe T. Scepansky, commander, USAF Recruiting Service; Brigadier General Harold F. Funsch, Military Airlift Command Surgeon; and Colonel Frederick Nelson, representing Major General Tom E. Marchbanks Jr., chief, Air Force Reserve.

Dr. Theodore C. Marrs, dep. for Reserve Forces, Hq. USAF, presents CAC "Outstanding Tactical Hospital Award" to Col. A. N. Fazlio, comdr., 903rd.



THUNDER.... ON THE



Capt. Randy Kennedy, range officer and an ANG jet pilot, monitors results of "attacks" and relays information to F-105 pilots.

He's a Vietnam veteran. He flew more than 100 combat missions in the F-105 *Thunderchief.*

Today, he is an Air Guardsman. He trains in the F-105.

Why does he have to retrain to be considered combat ready? There are two factors. Time is one. The other is specialization in carrying out specific missions. Both factors could cause an eroding of the multiple skills needed to maintain combat readiness.

Even though he flew in combat he may never have fired at another airborne aircraft. His mission may not have called for skip or dive bombing; or, his unit may have concentrated on providing close air support for friendly forces.

"It's really tough to maintain a C-1 (fully combat ready) status," says Colonel Charles J. Young. "A pilot must demonstrate his proficiency in dive bombing, air-to-air gunnery, missile firing, rocketry, strafing, night and day mid-air refueling, and a host of other techniques. . . . He must demonstrate this ability often and within a certain prescribed time . . . and he must be proficient in *all* aspects of the tactical fighter mission. That's the key to understanding this combat ready business."

Colonel Young is the commander of the Air National Guard's 108th Tactical Fighter Group, McGuire AFB, New Jersey. It is the only Air Guard unit flying the sleek F-105 which travels at twice the speed of sound.

Nearly all veteran pilots joining the Air Guard undergo two training courses. Phase I is Transition and Recurrency: getting checked out in the plane the unit flys. Phase II is Tactical Qualification: proving he has the ability to use the aircraft as a tactical weapon. The 108th conducts its own flying training program to achieve this.

How does the combat ready criteria differ for Air Force and Air Guard pilots?

"They're exactly the same," says Captain Bobby J. Ockenhausen, the 108th's flying training supervisor. "There is a difference in the time permitted to qualify . . . but that's all.

"Active duty Tactical Air Com-

RANGE

by MSgt. Nick Grand

108th Tactical Fighter Wing

mand pilots take an intensive six-month course at one of TAC's many gunnery weapons schools. This is eight hours a day, five days a week type training. Because of the limited amount of time a Guardsman can devote, we have 360 days to qualify. But, our pilots seldom take that long.

"The reason is our private target area—the Warren Grove Gunnery Range—a 48 square mile tract owned by the state. It sits approximately 20 miles southeast of McGuire and sports no less than six target facilities, two observation towers, and is operated by our people. It's a great timesaver."

The group's pilots regularly use the range for skip bombing, strafing, dive bombing and rocket firing runs. Just a few miles away is the Atlantic Ocean over which they practice air-to-air missile and gunnery tactics.

The closeness of the range and the ocean allows the pilots to devote more time to the business end of their training. It also enables them to practice several phases of the tactical fighter mission during each flight. A typical 108th training mission lasts 90 minutes during which the pilot practices overwater and low-level navigation, then ends with a run on the Warren Grove range to drop his ordnance. At the TAC schools an average mission lasts one hour.

For a change of scenery, the 108th pilots also bomb the targets at Tangier Island, the Navy's range off the coast of Virginia.

Meeting Tactical Air Command's stiff requirements for combat readiness takes a lot of hard work. In addition to the many training flights there is the unglamorous side, such as absorbing the contents of TAC's 1,200 page weapons delivery manual.

Then how come the Air Guard has so many red hot fighter pilots?

Second Lieutenant Thomas E. Griffin—one of the 108th's most recent additions to this elite group—gave his reason: "Flying the *Thunderchief* gives a pilot a real sense of pride and accomplishment, and to be regarded combat ready in this bird—well, it's just a great feeling."



During air-to-air gunnery training, F-105 pilots release high velocity rocket as target for heat-seeking "Sidewinder" missile (l). Long Pitot tube (r) measures air speed.

Target's eye view. A tactical fighter pilot is framed by the gun camera and gunsight window of an F-105 as he appears during low-level strafing runs.




a

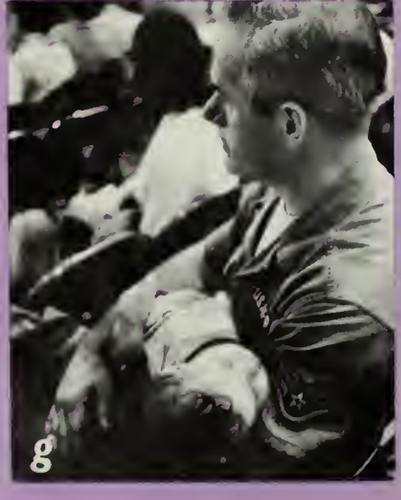

b




d


f


e


g


h


i

CALL UP!

"This is what we've been training for . . . Now let's get on with it."

a/ *Work schedule . . . (l-r) SSgts. N. Grossman, R. Dowd, J. Galione and R. Pratola of 88th Aerial Port Sq. attend first-day briefing to plan assignments.*

b/ *A "pro" helps . . . TSgt. Vivian Yip, an active duty WAF at Scott AFB, assisted activated Reservists of 52nd Med. Svc. Sq. with processing forms.*

c/ *Welcome back . . . 1st Lt. Mary Lou Deady had recently completed active duty hitch— including tour in Southeast Asia — when recalled with 34th Aeromed. Evac. Sq.*

d/ *No time lost . . . Members of 86th Aerial Port Sq. immediately went to work processing passengers and cargo. Sgt. J. Dickison ties down cargo on a C-141 at McChord.*

e/ *Muster . . . marked beginning of active duty tour for 171st Aeromed. Alft. Gp. 1st Lt. Nancy Summerville heads line during formation at Pittsburgh.*

f/ *Clothing inspections . . . were conducted by all units. TSgt. W. White of 175th Tac. Ftr. Gp. checks A1C H. Setta's gear.*

g/ *Dependent briefings . . . were vital part of recall procedure. SSgt. R. Masterson of 930th Tac. Alft. Gp. holds daughter while advised of benefits.*

h/ *Old hat . . . Previous Reserve training made members of the 82nd Aerial Port Sq. well acquainted with Travis AFB facilities. A1C James Bucholz (r) weighs baggage for an airman.*

i/ *Moonlighting . . . Air National Guardsmen of the 174th Tac. Ftr. Gp. devoted evenings to complete processing prior to activation. Personnel specialists verify possession of ID tags.*

That was the general attitude of the nine Air Reserve Forces units mobilized May 13. About 2,250 officers and airmen made the change to active status after having been notified of the recall on April 11.

USAF's Tactical Air Command gained three units. The remainder are now part of the Military Airlift Command. The units and some of their mobilization highlights:

174th Tactical Fighter Group, Syracuse, New York. (ANG) "Activation meant work for every member . . . medical and personnel records brought up to date, immunization shots administered, and administrative processing. Much of it was done in the evenings prior to the reporting date." Shortly after the recall, the 174th was transferred to Cannon AFB, New Mexico.

86th Aerial Port Squadron, McChord AFB, Washington. (AFRes) "We have worked hard to be ready for such an event. . . . On the second day work started with the graveyard shift (midnight to 8 a.m.) . . . Sections of the active duty unit at McChord had been working 12-hour shifts 6-days a week. When the 86th arrived, they were able to resume a normal work schedule."

52nd Medical Service Squadron, Scott AFB, Illinois. (AFRes) "Our nine officers and 107 airmen have trained to operate a casualty staging facility; a non-fixed hospital; expand the patient treatment capability of an active duty hospital; provide the professional and technical personnel needed to support combat and disaster staging areas; receive casualties, render emergency treatment and prepare them for further evacuation."

82nd Aerial Port Squadron, Travis AFB, California. (AFRes) "This is the supply gateway to Southeast Asia. . . . Our personnel are working three shifts throughout the terminal area and have plenty to keep them busy. . . . The men are in excellent spirits, this is our primary mission in life and they've accepted it. . . . The Regulars have been cooperative and friendly, and everything's working out very well."

175th Tactical Fighter Group, Baltimore, Maryland. (ANG) "The original order alerting the group for activation was issued while the men were on duty during the Easter week civil disturbances in Baltimore." The 327 recalled officers and airmen also were transferred to Cannon AFB.

930th Tactical Airlift Group, Bakalar AFB, Indiana. (AFRes) "Our objective has been to maintain our readiness. . . . We will take our place on the Tactical Air Command team and devote full time to our role in National defense." The 930th also had this unusual recall story. TSgt. Luther Caldwell bade his wife farewell even though he was not activated. She was! . . . She's SSgt. Betty Caldwell of the 930th. Luther is with the not-activated 931st.

88th Aerial Port Squadron, McGuire AFB, New Jersey. (AFRes) "The 88th has specialists in air freight, passenger service, fleet services and traffic control . . . our goal has been to increase job knowledge for the day we would be called. . . . We are ready to help our men all over the world and will do whatever necessary to support our men in Southeast Asia."

171st Aeromedical Airlift Group, Pittsburgh, Pennsylvania. (ANG) "Processing the 120 officers and 580 airmen was completed before the unit went on active duty. Therefore, the 171st was operational from the first day. Flying C–121s, the Air Guardsmen have been airlifting patients within the continental U.S., Alaska, Labrador, Puerto Rico, Cuba, Bermuda and the Canal Zone."

34th Aeromedical Evacuation Squadron, Kelly AFB, Texas. (AFRes) "As a Reserve unit the 34th has participated in live mission training in Japan, Germany and the U.S., assisting with the movement of 2,270 patients for the Military Airlift Command.

DOWN A RAPID RIVER

WHERE RESERVISTS GO





TSgt. A. Richmond waits for ride down to starting point.

The unknown is the pararescueman's world. He must be ready to challenge it on a moment's notice to save lives. Eight Reservists of the 302nd Aerospace Rescue and Recovery Squadron, Luke AFB, Arizona, tackled the unknown . . . for practice. They mastered a 70-mile stretch of the Black River that runs through the Fort Apache Indian Reservation. Why? To gain valuable experience in radio and visual contact between aircrews and ground party, and to practice survival in unfamiliar surroundings. Senior Master Sergeant William Russel and Master Sergeant Raleigh Curtis planned the exercise . . . some events were not in the script. The rapids took their toll in punctured rafts and soggy airmen. When Technical Sergeant Pete Long exhausted his supply of repair clamps, he improvised . . . chewing gum and adhesive tape worked well. Later, Major Louis Muser, piloting an HU-16B *Albatross*, dropped a raft to replace one that had been ripped beyond repair. On the fourth day, the shredded rafts finally reached their destination—a bridge connecting the San Carlos and Fort Apache reservations. The tired pararescuemen had written another chapter in the history of the Old West . . . the first successful navigation by raft of that section of the Black River.



MSgt. R. Curtis tries his luck catching evening meal.



Building fire for fish fry is Sgt. J. Decker..



RACE FOR LIFE

Love-In . . . Sit-In . . . Stand-In . . . Laugh-In. Now, some former Air Guardsmen have come up with a Run-In. After being activated in January, 23 members of the 107th Tactical Fighter Group, Niagara Falls, New York, decided to try the Air Force's new Aerobics physical fitness program. They ran for 12 minutes each working day using the base roads or the gymnasium when weather interfered. To add flavor, they set a goal: to New York City and back via the New York State Thruway. The distance is about 770 miles and they kept track of their progress on a road map. Did they make it? They sure did . . . by mid-June And that's no mean "feat!"

A COLD REMEDY

[A typical American living room.] The husband notices his wife knitting booties. "Don't tell me you. . . ." "No, silly, I'm knitting these for an Air National Guard major." True! Some 200 booties were knitted by Rochester, Pennsylvania, women for Major Rosemary F. McLaughlin. She is a flight nurse with ANG's 171st Military Airlift Wing at Pittsburgh. On an aeromedical evacuation flight from Japan to Alaska, Major McLaughlin noticed that some of the wounded servicemen with leg casts had their bare toes sticking out. Those toes were cold. She suggested to citizen groups in Pennsylvania that the women knit booties for the shivering servicemen. Staff nurses at the State Health Center in Rochester added faces and other decorations. "The men usually ask to keep them as souvenirs," says the major.





SAY "CHEESE"

Head for the darkroom. You may be surprised at what develops. It could mean $150 if you come up with the winning picture in the joint National Guard Bureau/National Guard Association photography contest now going on. All Air National Guardsmen (including those in units that recently were mobilized) may enter. The deadline is September 8. Rules and entry blanks are available at unit Information offices or Adjutants General headquarters. Got the picture?

THE C-130 STORY



Checking simulator panel: (l-r) Maj. C. Reese, Mr. D. Hill and MSgt. R. Plummer.

by Maj. Rowe Holmes

446th Tactical Airlift Wing

Fly . . . fix . . . ferry . . . teach. That's what Air Force Reservists of the 446th Tactical Airlift Wing have accomplished since March 1 when they became the first Reserve unit to receive C-130s, and the first to conduct a combat crew training school. The advent of the "Hercules" provides a new dimension to the "Ready Now" posture of the Air Force Reserve.

Beginning of a new era?

Reservists teaching Regulars . . . that's what they are doing at Ellington AFB, Texas.

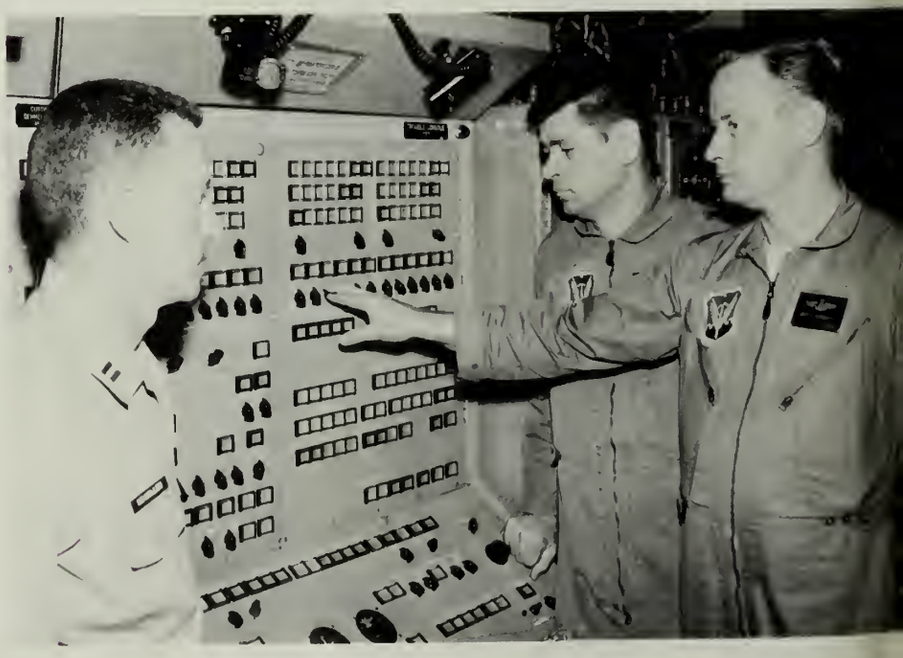
The switch took place on April 22 when active duty Staff Sergeants Thomas A. Kraemer and Thomas Ray reported to Ellington for training under Air Force Reserve supervision.

The sergeants are experienced flight engineers; however, they needed more instruction to qualify for aircrew duties in the "A" model of the C-130 *Hercules*. That's where the Reservists of the 446th Tactical Airlift Wing entered the picture.

Months before, the wing's 705th Tactical Airlift Squadron started preparing to take over the C-130A school then run by the Tactical Air Command at Sewart AFB, Tennessee. The 705th's designation was changed to Tactical Airlift Squadron (Combat Crew Training School).

One of the first things they did was to send Reservists to the Sewart school to learn the instructor

Trouble makers: Simulator instructors, (l-r) Capt. R. McMullen, Capt. B. McLean and SSgt. G. Bergmann, purposely program 'in-flight' emergencies to test student reaction.



role. The next step was installing a C-130A simulator at Ellington. On March 1, the 446th received the first *Hercules* to be turned over to the Air Force Reserve. Brigadier General Russell F. Gustke, the 446th's commander, held a dedication ceremony on April 20 to mark the school's opening.

When Sergeants Kraemer and Ray reported, Colonel Alvin J. Moser, commander of the 705th, and his 23 officers, 130 airmen and 18 civilian employees were ready for them.

Flight engineer training takes eight weeks. The 705th also offers a seven-week course for pilots and co-pilots. They work with the flight engineers as aircrew teams. Although they train as a crew, the students are graded on their individual merit.

The first active duty officers to enroll were Captain Rolland Clarkson Jr. and First Lieutenant Lawrence Stone. Other students in the first class (68A-19) were Reservists of the 446th and a civilian technical representative of a commercial aircraft manufacturer. Plans call for approximately 60 aircrews to attend the school each year. In addition to Regulars and Reservists, students will come from the Air National Guard, U. S. Navy, other Government agencies, and from foreign nations which have C-130As.

The curriculum includes classroom instruction, simulator training and actual flying experience in the wing's aircraft. The 446th now has eight of the big C-130As.

The first phase (classroom) is given by an Air Training Command detachment at Ellington. This is followed by 30 hours in the simulator supervised by Reservists.

The simulator is a computer-controlled duplicate of the forward section of the C-130A. It contains all the flight controls and instruments found in the real *Hercules*. By pressing buttons, the instructors *kick-in* problems. The students must react as if they were facing actual in-flight emergencies.

Pilots and flight engineers of the wing's 924th Tactical Airlift Group take over for the final two weeks. This phase consists of nine 5-hour sorties in the *Hercules*. The students practice takeoffs and landings on unimproved dirt runways, emergency procedures, night flying, paradrops, and delivering men and equipment under simulated combat conditions.

When class 68A-19 ended, Captain Clarkson evaluated the course: "Being in the first class, I expected the school to be in a state of turmoil; but, I have been pleasantly surprised. The instruction has been excellent and the relationship between the student Regulars and the Reservist instructors has been outstanding."

Captain Clarkson's comments are worth noting. He is a Vietnam veteran with more than 1,200 flying hours in other models of the C-130 *Hercules*.

While the first class was in progress, other Reservists of the 446th also were contributing to the Air Force mission. On April 10, they used their recently acquired C-130 flying ability to ferry a USAF *Hercules* from the U.S. to a Pacific Air Forces unit on the island of Okinawa.

The crew included Majors David O. Cravey (pilot) and Xavier Garza (co-pilot), Captain Alfred Flores (navigator), Technical Sergeant Emmett Blair and Staff Sergeant Antonio Palos Jr. (flight engineers), and Sergeant Eugene Luhn (loadmaster).

During May, the 446th Reservists flew a second C-130 ferry mission to Okinawa. Captain Flores and Sergeant Luhn made this trip also. The other crew members making the trip were Captains Eugene Fowler (pilot) and Jerry Wing (co-pilot), and Staff Sergeants Charles Milford and Jarvis Buchanan (flight engineers).

Whether it's flying, fixing, ferrying or teaching, the 446th is playing a major role leading the Air Force Reserve into the C-130 era.

Ferry crew: Reservists of the 446th ferried a USAF C-130 from the U. S. to Naha AB, Okinawa: (l-r) Majs. Cravey and Garza, Capt. Flores, TSgt. Blair, SSgt. Palos and Sgt. Luhn.



Q&A

When I qualify for retired pay at age 60, how do I obtain the application forms for retired pay? ◇ ◇ ◇ If you are assigned to ARPC, either in an *Active Reserve* status or the *Retired Reserve*, forms will be forwarded to you approximately six months before you reach age 60. If you have completed the service requirements for pay, but have no Reserve status at that time, you should write to ARPC. (AFM 35–7)

When a Reservist qualified to receive retired pay reaches age 60, will his retired pay be based on the rate of pay in effect at that time or the rate that was in effect when transferred to the Retired Reserve? ◇ ◇ ◇ Retired pay at age 60 is based on the number of points accrued and computed at the rate of pay in effect at the time age 60 is attained. (AFM 35-7)

In computing retired pay, will I receive credit for points accrued in unsatisfactory years? ◇ ◇ ◇ Retirement pay under Section 1331, Title 10, US Code, is computed on the basis of total retirement points accrued, including those in unsatisfactory years. (AFM 35-7)

Please send me copies of my last six effectiveness reports. I am enclosing a personal check for $1.50. Is this correct? ◇ ◇ ◇ No, $1.50 will pay for ony three effectiveness reports (not more than two pages each). Each report requires at least two images. Air Force Regulation 11-6, the "Schedule of Fees for Copying, Certifying and Searching Records," states that "the minimum fee of $1.50 will entitle member to one to six reproduced images. An additional fee of $.25 will be charged for each image over six." Check or money order must be made payable to the Treasurer of the United States. (AFR 11-6)

Are airmen assigned to the Ready Reserve (MOARS) Reinforcement Designee (formerly Part III) positions eligible for promotion? ◇ ◇ ◇ Only airmen assigned to Category "A" unit or major command mobilization augmentation positions are eligible for promotion consideration if otherwise qualified. (Chapter 61, AFM 35-3)



PEOPLE...

Air Force Reserve Brigadier General James Stewart retired May 31, 1968, after more than 27 years service. He was presented the *Distinguished Service Medal* by Air Force Chief of Staff General John P. McConnell at a Pentagon ceremony. The noted motion picture actor entered the U.S. Army in March 1941 as a private. He was commissioned in January 1942 and went on to become a B-17 pilot serving with the 8th Air Force in England during World War II. The general's last Reserve (M-Day) assignment was as deputy director, Information, Headquarters U.S. Air Force. ◇ ◇ ◇ Major General Henry G. Thorne Jr., vice commander, Continental Air Command, has been reassigned. He becomes commander of Tactical Air Command's 19th Air Force, Seymour Johnson AFB, North Carolina, effective July 29.

Montana Air Guardsman, Lieutenant Colonel Philip W. Strope, was among the 34 resident students named *Distinguished Graduates* of the Air War College at Gunter AFB, Alabama. According to Major General Jack N. Donohew, commandant of the College, he is the first Air Reserve Forces member to earn the distinction. ◇ ◇ ◇ Captain Pat Hansen, an Air Force Reserve flight nurse with the 36th Aeromedical Evacuation Sq., Richards-Gebaur AFB, Missouri, was rewarded for her 15-day active duty tour aboard C-141s flying out of Japan. Her job was to care for wounded servicemen being returned from Vietnam. The reward: a one-word note, "Thanks," from a private who couldn't talk.

Six Air Reserve Forces units are recent recipients of Air Force and major command awards: Air Force *Flying Safety Award* to Air National Guard's 108th Tactical Fighter Gp., McGuire AFB, New Jersey, and 134th Air Refueling Gp., McGhee Tyson Airport, Tennessee. The 108th completed two years and 10,000 hours of F-105 accident-free flying on December 31, 1967. The 134th has flown more than 21,000 accident-free hours since May 1962. ◇ ◇ ◇ Air Force *Missile Safety Plaque* to the Air Guard's 163rd Fighter Gp., Ontario, California. It was recognized for the safe handling and storage of the *Falcon* missile carried by the unit's F-102s. ◇ ◇ ◇ Air Force Communications Service *Reserve Forces Outstanding Unit Trophies.* AFRes' 932nd Communications Flight, Scott AFB, Illinois, and ANG's 234th Mobile Communications Squadron, Hayward, California, for outstanding training and operational readiness programs. ◇ ◇ ◇ Military Airlift Command *Flying Safety Award* to Air Force Reserve's 700th Military Airlift Squadron, Dobbins AFB, Georgia, for compiling a record of nine years without a major aircraft accident.

Help Wanted

KEY — **UNIT**

1. 162nd Fighter Gp., P.O. Box 11037, Tucson, Arizona 85706
2. 514th Medical Service Flt., Beale AFB, California 95903
3. 81st Supply Sq., McClellan AFB, California 95652
4. 32nd Maintenance Sq., McClellan AFB.
5. 42nd Medical Service Sq., Norton AFB, California 92409
6. 411th Medical Service Flt., Lowry AFB, Colorado 80230
7. 413th Medical Service Flt., USAF Academy, Colorado 80840
8. 103rd Fighter Gp., Bradley ANG Base, Connecticut 06096
9. 459th Medical Service Flt., Dover AFB, Delaware 19901
10. 37th Medical Service Flt., MacDill AFB, Florida 33608
11. 432nd Medical Service Flt., Tyndall AFB, Florida 32401
12. 529th Medical Service Flt., Hickam AFB, Hawaii 96553
13. 126th Air Refueling Wg., O'Hare IAP, Chicago, Illinois 60666
14. 932nd Military Airlift Gp., Scott AFB, Illinois 62225
15. 512th Medical Service Flt., Forbes AFB, Kansas 66620
16. 425th Medical Service Flt., Barksdale AFB, Louisiana 71110
17. 38th Medical Service Sq., Barksdale AFB.
18. 466th Medical Service Flt., England AFB, Louisiana 71301
19. 19th Medical Service Sq., Otis AFB, Massachusetts 02542
20. 438th Medical Service Flt., Richards-Gebaur AFB, Missouri 64030
21. 510th Medical Service Flt., Whiteman AFB, Missouri 65301
22. 28th Medical Service Sq., Offutt AFB, Nebraska 68113
23. 454th Medical Service Flt., Kirtland AFB, New Mexico 87117
24. 444th Medical Service Flt., Griffiss AFB, New York 13440
25. 914th Tactical Airlift Gp., Niagara Falls MAP, New York 14306
26. 109th Military Airlift Gp., Schenectady Co. AP, New York 12301
27. 428th Medical Service Flt., Hancock Fld., Syracuse, New York 14306
28. 522nd Medical Service Flt., Lockbourne AFB, Ohio 43217
29. 4th Supply Sq., Wright-Patterson AFB, Ohio 45433
30. 4th Maintenance Sq., Wright-Patterson AFB.
31. Oklahoma City Air Materiel Area, Tinker AFB, Oklahoma 73145
32. 447th Medical Service Flt., Tinker AFB.
33. 443rd Medical Service Flt., Adair AFS, Oregon 97330
34. 437th Military Airlift Wg., Charleston AFB, South Carolina 29404
35. 462nd Medical Service Flt., Sewart AFB, Tennessee 37168
36. 496th Medical Service Flt., Bergstrom AFB, Texas 78743
37. 427th Medical Service Flt., Dyess AFB, Texas 79607
38. 32nd Medical Service Sq., Ellington AFB, Texas 77030
39. 422nd Medical Service Flt., Ellington AFB.
40. 473rd Medical Service Flt., Goodfellow AFB, Texas 76901
41. 96th Supply Sq., Kelly AFB, Texas 78241
42. 96th Maintenance Sq., Kelly AFB.
43. 7th Maintenance Sq., Hill AFB, Utah 84401
44. 480th Medical Service Flt., Webb AFB, Texas 79720
45. 39th Medical Service Sq., Paine Fld., Washington 98201
46. 527th Medical Service Flt., APO Seattle 98742

LEGEND: Oppasite each specialty is a series af cade numbers and grades. The numbers are the keys ta the list af units with vacancies and the grades indicate the highest grade positian available. Far infarmatian an listed positians, write directly ta the unit using address given.

Officer

Acct. & Finance: (Capt.) 27.
A/C Maint.: (Capt.) 4, 30, 34.
Dental: (Maj.) 6, 15, 21, 27, 32.
Flight Nurse: (Capt.) 26.
Flight Surgeon: (Maj.) 26.
Fuels: (Capt.) 31.
General Surgeon: (Maj.) 20, 28, 33, 44.
Information: (Capt.) 34.
Intelligence: (Capt.) 34.
Medical: (Lt. Col.) 2, 6, 11, 27, 37, 44. (Maj.) 5, 7, 9, 10, 12, 14, 15, 19, 22-24, 36, 39, 40, 46. (Capt.) 25, 33. (Lt.) 45.
Navigator: (Lt.) 11.
Nurse: (Maj.) 17, 36. (Capt.) 5, 6, 9, 14-16, 18-22, 26, 32, 33, 37, 38, 40, 45, 46. (Lt.) 10, 11.
Pilot: (Maj.) 14. (Capt.) 26. (Lt.) 25.
Procurement: (Capt.) 31.
Vet. (Maj.) 2, 9, 10, 12, 16, 18, 23, 32, 36, 38, 40. (Lt.) 14.

Airman

Administrative: (TSgt.) 34.
Aerospace Control Systems Opns.: (MSgt.) 14.
A/C Accessories Maint.: (MSgt.) 42. (TSgt.) 30, 43.
A/C Maint.: (CMSgt.) 34. (MSgt.) 14. (SSgt.) 4, 42. (Sgt.) 43.
Arm. Sys. Maint. & Opns.: (TSgt.) 42. (SSgt.) 43.
Communications Electronics Sys.: (MSgt.) 4.
Data Systems: (TSgt.) 34.
Dental: (SSgt.) 20.
Education & Trng.: (SSgt.) 14.
Food Service: (MSgt.) 45.
Intelligence: (SSgt.) 34.
Medical: (SMSgt.) 5. (MSgt.) 2, 6, 15-17, 19, 27, 28, 35, 45. (TSgt.) 14, 20, 21, 23, 25, 33, 36-38. (SSgt.) 24, 44, 46.
Metal Working: (SMSgt.) 42. (MSgt.) 4, 30. (TSgt.) 43.
Munitions & Weapons Maint.: (TSgt.) 4.
Personnel: (Sgt.) 34.
Small Arms Instr.: (SSgt.) 26.
Security Police: (SSgt.) 26.
Supply: (MSgt.) 29. (TSgt.) 14. (Sgt.) 41.
Transportation: (MSgt.) 3. (TSgt.) 29. (SSgt.) 3.

ANG Technician

(A/C Pneudraulics Tech., NGW-11) 8. AFSC 42152/72.
(Flying Training Instructor, KC-97L) 13.
(Ground Radio Maint. Tech., NGW-11) 8. 30454/74.
(Missile Guidance System Supervisor, NGW-12) 1. 31671L;
(Missile Guidance Tech., NGW-11) 8. 316X1L.
(Navigator Training Instructor, KC-97L) 13.
(Procurement Specialist, NGC-5) 8. Ability to type minimum of 35 words per minute. 65150.
(Weapon Control System Tech., NGW-11) 8. 322X1F.

Intelligence Specialists

Officers and airmen with experience in one of the career fields listed below will find many interesting positions open in these general locations: New York-Philadelphia-Washington, D.C.; California; Colorado; Washington-Oregon; and the Chicago-Detroit-Indianapolis area. Detachments also are programmed for Georgia and bordering states; Florida, Hawaii; Northern Texas; and Minnesota-Wisconsin. The specialities and highest grades are: *Intelligence*, foreign language desirable (Capt.) 8054; *Tech. Intelligence* (Capt.) 2895H; *Air Targets Officer* (Capt.) 8086; *Medical*-general (Capt.) 9326; *Intel. Operations* (SMSgt.) 20490, (SSgt.) 20450; *Language Tech.*, oriental desirable, (CMSgt.) 20390, (Sgt.) 20330; *Inventory Mgt.* (SSgt.) 64550; and *Admin.* (TSgt.) 70270. (SSgt.) 70250. Submit AF Forms 1288 and 1051 to Hq. 1127th USAF Fld. Activities Gp., (AFNIABC2). Ft. Belvoir, Virginia 22060

Civil Air Patrol

Air Force Reserve officers in North Dakota and northwest Minnesota are needed to fill vacancies with North Dakota Civil Air Patrol units under new program which allows retirement credit for participation. Write to CAP Wing Reserve Assistance Coordinator, Hector Fld., Fargo, N. D. 58103.

the air reservist
OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES

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Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

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The material contained in The Air Reservist is listed in the Air University Periodical Index.



OUR COVER . . . by staff artist Major Jack Bender, captures the 'moment of truth' each Air National Guard tactical fighter pilot experiences as he makes a high-speed, low-level run on the gunnery range. What does it take to become a combat ready fighter pilot? Does combat ready criteria differ for Air Force and Air Guard? (See "Thunder on the Range," page 6.)

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver Colorado, 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO.

Include name, grade, service and Social Security numbers with all correspondence.

Do not send changes to The Air Reservist.

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Address magazine correspondence, including material for publication, to: **Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, D.C. 20332**

reserve camera

dolls

rides

and riders



Capt. Eloise Beadles of AFRes' 94th MAWg. is a recent graduate of USAF's Flight Nurse School. The School's program will be featured in our next issue.



Maj. Ron Weinert of Idaho Air Guard's 124th Ftr. Gp., Boise, takes parasail ride during water survival training at ADC's Life Support School, Tyndall AFB, Fla.



"Wow!" said actress Susan Oliver after first F-102 flight. She was in Montana publicizing Easter Seal Society. Maj. Paul Maxwell of ANG's 102th Ftr. Gp., Great Falls, was the lucky pilot.



"The 305th ARRSq. men saved the day!" Lt. Col. N. Webster was referring to the rescue support the former Reservists (Selfridge AFB, Mich.) gave his unit, the 67th ARRSq., during recent "ApolloVI" space shot. (l-r) Capt. J. Suhre (67th) briefs MSgt J. Watts and Maj. J. Onesi (305th) on HC-130 at Moron AB, in Spain.

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OFFICIAL MAGAZINE OF THE AIR NATIONAL GUARD AND AIR FORCE RESERVE

the air reservist

AFRES

AUG.–SEPT.
1968



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news



The new AFRES is official

At the stroke of midnight, July 31, 1968. . . .

- Continental Air Command (CAC) was deactivated;
- Headquarters, Air Force Reserve (AFRES) was activated;
- Lieutenant General Henry Viccellio, commander, CAC, retired; and,
- Major General Rollin B. Moore Jr., became commander, AFRES.

Our cover (reproduced above) is dedicated to this important series of events. The photos were taken at Robins AFB, Georgia, during the period July 29 to August 1. On the 29th, many military and civilian dignitaries witnessed a traditional parade commemorating the change of command and honoring General Viccellio. In the center photo, General John P. McConnell, chief of staff, USAF, flanked by Generals Viccellio (left) and Moore (right), salute the colors during the parade while (photo directly above) a formation of C-119s pass overhead. (Other photos clockwise from fly-over picture): General Viccellio receives the *Distinguished Service Medal* from General McConnell. The general earned the medal for his outstanding contributions to the nation in building the Air Force Reserve to its highest state of readiness . . . Active duty members of the CAC band furnish marching music for the occasion . . . Reception desk at AFRES headquarters building gets a minor face-lifting . . . General Moore's wife, Elaine, attaches second star to his collar. The promotion to major general was effective August 1. . . . The "Pipers," a section of the CAC band, add color and the martial sound of bagpipes.

AFA, NGAUS fall meetings

Aerospace leaders and representatives will convene in Washington, D. C., September 16-18, for the Air Force Association's fourth annual Fall Meeting.

The gathering, at the Sheraton-Park Hotel, will feature three management seminars, briefings and one of the largest aerospace industrial displays ever presented.

The National Guard Association of the U.S., will hold its 90th General Conference in Hot Springs, Arkansas, October 7-10. Headquarters will be the Arlington Hotel, with business sessions to be held in the local convention center.

General John P. McConnell
Chief of Staff, United States Air Force

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William J. Turner

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the air reservist
OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES
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Cast your ballot for freedom

The 1968 Freedoms Foundation Awards Program has been opened to all members of National Guard and Reserve components. Your entry on the subject, "A Free Ballot —A Free Country," will place you in competition for cash awards.

Top award is $1,000 and a George Washington Honor Medal. Some 100 additional awards of $100, $50, Honor Medals, and Certificates also will be presented.

Interested? Then, put your entry in the form of a letter, essay or poem of 100 to 500 words in length. Include your name, grade, serial number, branch of service, component (active or reserve), and unit and home addresses with zip codes. Mail to Freedoms Foundation, Valley Forge, Pa. 19481.

ROA awards times three

Recognition of outstanding units highlighted the Reserve Officers Association's (ROA) 42nd national convention at Bal Harbour, Florida, this summer.

ROA's *Outstanding Air Force Unit Award* went to the 83rd Aerial Port Squadron, Portland IAP, Oregon, selected for its aggressive management and leadership. It achieved the highest operational readiness status of all Air Force Reserve aerial port squadrons during the past year.

The Association's *Outstanding Air Force Reserve Medical Service Unit Award* was presented to the 469th Medical Service Flight, Craig AFB, Alabama. The unit was chosen for its achievements in the areas of management and improved specialty training which resulted in a marked increase in operational readiness.

A new award to honor an outstanding Air Force Reserve Aerospace Rescue and Recovery unit, the *Loening Trophy*, was presented for the first time. Winner was the 302nd Aerospace Rescue and Recovery Squadron, Luke AFB, Arizona. The unit, which is equipped with the HU-16 *Albatross*, has completed 11 years of safe flying. Last December it received national recognition for its role in *Operation Haylift* in Arizona.

The trophy was donated by American aviation pioneer Albert P. Loening. He is the brother of Grover C. Loening who earlier had established a *Loening Trophy* to promote tactical excellence among Air Force Reserve tactical and military airlift groups.

Massad, Stewart assume reserve affairs posts

Ernest L. Massad was sworn in as the deputy assistant secretary (M&RA) for Reserve Affairs. He is responsible for all matters relating to reserve affairs within the newly created office of the assistant secretary of Defense for Manpower and Reserve Affairs.

Appointed as deputy assistant secretary of defense (Special Manpower Programs) was David C. Stewart. He is responsible for a number of activities of the assistant secretary of Defense (Manpower and Reserve Affairs).

Trade stripes for bars in '68

Thirty-three airmen became officers "overnight" during FY '68 . . . the result of the Air Force Reserve's "deserving airmen" commissioning program. The purpose of the program is to reward outstanding Reservists and encourage enlisted participation in units.

Now captain: CMSgt. Leon K. Petersen; SMSgts. Norman E. Chase, and Robert P. Edel; MSgts. Austin R. Burke, Albert L. Burmeister Jr., James M. Harber, George O. Hudspeth, James E. Serpanos and Donald R. Streamo; TSgts. William A. Dudley III, James A. Greenwood, Duane W. Leary, Richard L. Newell, Gaylord F. Rasmussen and Ernest R. Smith; and SSgts. Donald R. Hughes and Edwin T. Jungst.

First lieutenant: CMSgt. Roy C. Gay; SMSgts. Larry L. Atkins and Robert L. Lacher Sr.; MSgts. Richard T. Brown, Karl E. Harbstreet, Dennis M. O'Hair and Gilbert A. Rolak; TSgts. Armando Anzures and David A. Carlson; SSgts. Norman A. Carpenter, Sylvester R. Houston and Paul J. Sautter.

Second lieutenant: SSgts. Anthony Greski Jr., James Kirk, James Rolen and George Ward.

Another 129 Reserve airmen entered the USAF Academy Preparatory School at Colorado Springs, Colorado, August 10. They will bone up on math, English and other subjects to qualify for the next USAF Academy class.



Among F-102 pilots selected for tours of active duty to augment air defense units overseas: (l-r) Maj. W. Harris, Lt. Col. B. Hodges and Capt. D. Solberg of ANG's 147th Ftr.Gp.



Ernest L. Massad
new Reserve specialist



Maj. Gen. H. J. Sands Jr., and Lt. Col. J. Mitchell (l) of Air Command & Staff College, with awards given by attendees of Orientation course. Observing: Capts. J. Griffin (ANG) and (r) F. Speed (AFRes).

GUARDSMEN IN VIETNAM

by Maj. Edward Y. Hill / *Public Affairs Officer, NGB*



A 136th F-100 on a mission

THE four Air National Guard tactical fighter squadrons stationed in South Vietnam have compiled impressive records in their first few months in combat.

The former "weekenders," from Colorado, Iowa, New Mexico, and New York, arrived in South Vietnam eager to prove their combat readiness, which they did some two to four days after arrival.

The 120th ANG Tactical Fighter Squadron from Denver, Colorado, commanded by Lieutenant Colonel Robert Cherry, deployed first on April 30. It arrived at Phan Rang AB, South Vietnam, May 3 and was in combat three days later.

The 174th from Sioux City, Iowa, commanded by Lieutenant Colonel Gordon Young, was the next unit to leave, arriving at Phu Cat, May 17. The 188th from Albuquerque, New Mexico, arrived at Tuy Hoa, June 7 and the 136th from Niagara Falls, New York, landed at Tuy Hoa, June 15. Lieutenant Colonel Fred Fink is the commander of the 188th and Lieutenant Colonel LaVerne Donner the commander of the 136th. All of the commanders were full time Air Technicians except Colonel Donner who was an engineer with Bell Aircraft Corp.

The former Guardsmen made great first impressions at each base because of their evident enthusiasm about getting into combat. Wing commanders and leaders of Regular Air Force tactical fighter squadrons expressed amazement that these men, who recently were torn away from their civilian occupations and families when mobilized January 26, could arrive with such esprit de corps.

Lieutenant Colonel Tom Knoles, commander of the 614th Tac. Ftr. Sq., nicknamed the "Lucky Devils," based at Phan Rang, said, "I frankly didn't know what to expect from a bunch of guys recalled from civilian life. They came in with such a fine attitude it didn't take us long to find out they were real pros. They proved their capability and combat readiness faster than any other outfit, I've ever seen. They have more experience than I could ever have believed. They're just outstanding."

veterans agree

This praise was directed at the Colorado Guardsmen but all the units have received similar praise from wing commanders and other leaders and men of the veteran combat units at each base.

The Guardsmen have been applauded not only for their spirited attitude but also for the excellent



Mission briefing officers detail latest combat information.

Maj. John Franse, a 120th pilot, checks gear at Phan Rang.



condition of their aircraft and equipment, their expertise and high level of experience in ground support areas, their accuracy in ordnance delivery and overall combat effectiveness.

The units are flying more combat missions than other squadrons at their bases, and in-commission rates, bomb damage assessments and other criteria by which tactical fighter units are judged, rate higher than other F-100 squadrons in the zone.

The background of the men in the units is quite similar, though Colorado and Iowa pilot strength is predominantly made up of ex-airline pilots. New Mexico and New York units contain more pilots who are full time air technicians. Each of the units has its share of pilots who come from various vocations such as attorneys, farmers, teachers, engineers and various other professions. Some own their own businesses. Several are young Air Force flying school graduates who are getting their first taste of combat flying. Many are in their third war, having flown combat missions in World War II and the Korean Conflict. Many are young airline pilots who have served five to seven years as active Air Force pilots with previous combat duty in South Vietnam.

Overall, from pilots down through ground support personnel, the former Guardsmen have brought with them a wealth of experience and expertise, and a unit togetherness seldom seen in an Air Force squadron.

Some 800 of the 1,500 Air Guardsmen who deployed with their units have been integrated in wing and base level support units. Many of these Guardsmen have taken over such top spots as commander of base hospital, chiefs of armament, engine and welding shops and flying safety.

"all pilots volunteer"

Part of the tremendous success of the Air Guard's combat duty may be found in the words of Captain Tom Emmett, an ex-airline pilot now flying with the Colorado unit at Phan Rang. He said, "All of our pilots have already completed their military obligation and ours is a completely volunteer outfit. We left 20 pilots back home who also wanted to come with us to South Vietnam. We've had no one try to get out. The biggest thing on our minds is that we know our record here is going to reflect on the Air National Guard itself and probably what future equipment we may obtain. We're proud of our unit and the ANG and we want to keep the Guard strong."

This attitude is the same in each of the four squadrons. Each unit is determined it will be considered the number one F-100 outfit at its base when it leaves the combat zone.

The story of the Air Guard in South Vietnam, the first Guard or Reserve units of any service to serve in combat since the Korean Conflict, is incomplete without mentioning the 14 Air National Guard pilots from the mobilized 121st Tactical Fighter Squadron, Washington, D.C., and the 119th, Atlantic City, New Jersey, who now comprise more than one-half of the pilot strength of the Regular Air Force's 355th Tac. Ftr. Sq., at Phu Cat. These 14 pilots, on active duty with their units at Myrtle Beach, South Carolina, volunteered for South Vietnam on temporary duty status. After flying some 40 missions, the entire group volunteered for a full combat tour of one year.

The four Air Guard squadrons and the 14 volunteer pilots have carried the Guard banner high in this conflict and their manner of operation has enhanced the stature of every Guardsman and can well prove to be an important factor in determining the future role of the Air National Guard in the defense posture of this nation.



Maj. Thurman Dabbs, 188th surgeon, at Tuy Hoa AB.

In prime shape. 174th's F-100s parked at Phu Cat AB.



The 120th's Capt. Alan Rennick "preflights" oxygen equipment.



"Knock Knock" "Who's there?" "Saul" "Saul who?" "Saulution to your problems friend. A home study course from ECI".



by Mrs. Bobbie Adelman

Extension Course Institute

To many Air National Guardsmen and Air Force Reservists, that is what enrolling in the Extension Course Institute represents. Regardless of your location, background, or occupation, you can continue your education and increase your value to the service through a home-study course. The solution is as close as your mail box.

Some 67,276 National Guardsmen and Reservists are enrolled with us right now. They represent approximately 16.5 per cent of our continuing active enrollment—now running about 410,000.

Since its inception in 1950, the Air University's Extension Course Institute has undergone many changes in mission and methods. Originally the program was voluntary and was developed to provide education for individuals unable to attend resident Air Force schools.

In 1963 the USAF Dual-Channel Training concept was introduced and ECI was charged with administering the knowledge phase of the On-The-Job-Training program. Production began on Career Development Courses (CDC) that provide this education. Since most airmen in upgrade training must enroll in a CDC, the bulk of our students are "mandatory" rather than voluntary.

The importance of CDCs to upgrade training shifted our mission emphasis to the mandatory student. First priority is given to the development of CDCs to fill the USAF requirement. We recommend you consider them for enrollment as they are the newest courses containing the most up-to-date information.

ECI word

New students enroll at the rate of 50,000 a month. Today we offer about 275 courses and each month new ones are introduced and old ones revised. Changes to the ECI Catalog are distributed to the field through our Monthly Packet. Included in this packet is the "ECI Word," our vehicle for communicating changes in our policies and procedures to testing officials, education officers, trainers and unit commanders. Your unit should be on the distribution list.

Administrative offices for this worldwide campus are at Gunter AFB, Alabama, and house some 226 educational specialists and administrators. Their common goal is to provide the best home-study program possible. The educational strength of ECI materials lies in the use of an adaptive programed learning package, developed by the institute. Built into all courses is the basic auto-instructional program of "feedback and reinforcement." As an example, the chapter review exercises list the correct responses to the questions asked, to eliminate wrong impressions and to reinforce correct responses.

In this day of specialization, advancing technology and mechanized functions, you can't afford to rest on your educational laurels. Reservists and Guardsmen, perhaps better than any other segment of our society, are aware of the need for instant response to the demands of our crises-ridden world.

The need for point credit is often the first factor that leads a Guardsman or Reservist in our direction. But the need to stretch his intellectual boundaries and maintain proficiency in his Air Force specialty is of greater importance. These persons must keep abreast of the latest developments in his field in order to step into an active duty assignment. The AU Extension Course Institute is here to aid him.

Non-EAD Reservists may not have immediate access to a Base Education Office and their copy of

the Catalog of the Extension Course Institute describing courses and their prerequisites. By writing directly to ECI, you can obtain a copy of our monthly "Available Curriculum," listing courses and Professional Development Programs (PDP).

These PDPs group together a series of related courses in general and specialized areas. Each begins with a general course that prepares the student for the next, more specialized course. The wisest plan is to select your area and work within the PDP. Diplomas are awarded for completion of all courses within a Professional Development Program.

don't be a dropout

Now the hang-up. Successful completion means just that. It includes taking the end-of-course exam. Far too many Reservists elect to decline the Course Examination, completing only the volume(s) necessary for their Reserve credit points. They become, in effect, "dropouts." They've met the criteria for a "good year," but hardly our criteria for a sincere student. And frankly, we're more interested in the hardworking guy out to improve himself.

Courses are comprised of volumes, and the Reservist will spend many hours studying and completing the Volume Review Exercises to qualify for his Certificate of Completion and hence, his credit points. Why not a little extra time to complete the final Course Examination? Sure, it's closed book and monitored. But, great pains are taken to base these exams on the text material requiring answers the student should have learned. Additional credit points are awarded for successful completion of the exam. You don't jeopardize your already earned points if you flunk, and you could be on the way to an impressive PDP diploma.

All ECI courses require completion within 12 months from the time of enrollment. This includes the Course Examination and retake, if necessary, as well as all VREs. However, a voluntary student may cancel his enrollment at any time without penalty by request to us. ECI will cancel the enrollment if the student fails to complete a course within the 12-month limit.

Enrollment begins by filling out the appropriate application forms: For most Guardsmen and Reservists, that's ECI Form 23; for APO/FPO enrollees, it's ECI Form 23A. These forms are available at education and training offices or by writing ECI (ECIOP-R) Gunter AFB, Alabama 36114.

If you are assigned to a Guard or Reserve unit, your application must be endorsed by the commander. If you are not with a unit, your application must be endorsed by the Air Reserve Personnel Center, 3800 York Street, Denver, Colorado 80205. ARPC will forward your application to ECI. Air National Guardsmen apply through their unit commander.

ECI wants to be a partner in the solution of your education problems. We are proud of our mission, proud of more than two million graduates and their ultimate contribution to the U.S. Air Force.

The Air University motto, "strength through knowledge," is more than a phrase—it is the reality of today's Air Force.





SSgt. Young and drogue

"You have your load . . . On my three count, disconnect. One, Two, Three."

Fourteen hookups and 25,700 pounds of fuel later, a tired young sergeant locked up his equipment and headed for the barracks. "The next "Creek Party" mission will be a snap . . . there won't be so many pesky butterflies."

Staff Sergeant Cary Young (age 23) is a boom operator with the Air Guard's 136th Air Refueling Group, Dallas, Texas. He and other members of the 136th were in Germany performing their portion of the "Creek Party" mission. By rotating two-week tours of active duty, the Air Guard's five air refueling groups have maintained KC-97Ls, aircrews and support personnel at the Rhein-Main AB since May 1, 1967. Their job is to train active duty fighter pilots in the latest air refueling techniques.

Sergeant Young was justifiably apprehensive about his first "Creek Party" mission. It had been only two weeks before that he earned his combat ready status. And, to add to his concern, it was a night mission.

When they reached the Baumholder track (an air corridor set aside for refueling operations), the first of four F-100s slid into position guided by the sergeant. Then he maneuvered the basket-shaped drogue until it hooked up with the fighter's fuel intake nozzle.

Butterflies? "Sure," says Young, "but once airborne I was too busy checking my equipment to let it bother me."

ANGELS WITH WINGS

Girls! Girls! Girls! Young, pretty, intelligent, and . . . every one a lifesaver. They are particularly "special" to the wounded servicemen making the long flight back from the battlefields of Vietnam.



Typical scenes at USAF's School of Aerospace Medicine:
a/ *Practicing with suction machine. Capt. Shirley McDowell (l), and 1st Lt. Miriam Mackes, AFRes.*
b/ *Adjusting "Stryker Frame" traction cables. 1st Lt. Judith Callister, ANG.*
c/ *Checking patient's record. 2nd Lt. Margery Stott, AFRes.*
d/ *Using resuscitator. (l-r) 1st Lts. Omega Gunn and Barbara Baseheart, AFRes and Verdella Bauer, ANG; Capts. Margaret Filon and Toshiye Ikegami, ANG.*
e/ *Returning from helicopter flight. 2nd Lt. Barbara Driscoll, AFRes.*
f/ *Regulating the "Bird" respirator. 1st Lt. Rebecca St. John, ANG.*
g/ *Applying respirator equipment. 1st Lts. Leonard Cross (l) and Elsa Johansen, both AFRes.*
h/ *Locking litter in place. 1st Lt. Patricia Gregory, AFRes, practices turning patient.*
i/ *Demonstrating oxygen equipment. 1st Lt. Grace Kaltenbaugh (l) AFRes, and Capt. Janet Johannsen, ANG.*



by SMSgt. James P. Medlock

USAF School of Aerospace Medicine

THESE girls, along with a few dedicated male nurses are Flight Nurse graduates of the Air Force School of Aerospace Medicine at Brooks AFB, Texas. There they learned to meet one of the most challenging and demanding missions of the Medical Service—aeromedical evacuation.

Lieutenant General Kenneth E. Pletcher, surgeon general of the Air Force, stressed the significance of the work they do: "Thousands of U.S. fighting men are alive today because speed, new techniques and trained personnel of aeromedical evacuation teams are giving the wounded in Vietnam better than twice the chance of survival than ever before."

Since 1960, some 2,400 nurses have attended the school at Brooks. About half are members of the Air National Guard or Air Force Reserve. The course is conducted six times a year with about 60 students in each class.

The Air Guard and Reserve nurses receive the same schooling as their active duty counterparts. When they graduate, they are able to function as the senior member of an aeromedical evacuation team—qualified to assume full professional responsibility for their patients while in flight.

The curriculum consists of 188 hours of instruction including 99 hours covering various aspects of flight nursing, 22 hours of aeromedical indoctrination, 15 hours of surgery, 12 hours of internal medicine and 10 hours of aerospace medicine.

During the course, the students are introduced to subject matter that is distinctly different from their previous nurse training. Much of it is gained through practical experience. For example, they learn the effects of altitude by participating in a chamber flight to 43,000 feet.

In the school's Aeromedical Evacuation Laboratory, the nurses are taught ditching and water survival techniques which they would use if their aircraft were forced down at sea.

The course also includes actual training flights during which the nurses convert the interior of the plane from a cargo or passenger type to one able to accommodate litter patients.

Of the most recent graduates, two were selected as honor students: Captain Janet F. Johannsen of the Air National Guard's 109th Aeromedical Evacuation Flight, Minneapolis, Minnesota, and First Lieutenant Elsa K. Johansen of the Air Force Reserve's 47th Aeromedical Evacuation Squadron, also at Minneapolis.

Summer Camp '68

. . . a time to improve combat readiness, test new concepts and do a job for USAF.

SEVENTY-SIX officers and 670 airmen of the Air Guard's 163rd Fighter Group were on the flight line of the Ontario airport, California. Next stop Elmendorf AFB, Alaska, via ANG C-97s of the 146th Military Airlift Wing. For two weeks the F-102 pilots flew air defense missions with the active duty pilots of the 317th Fighter Interceptor Squadron.

Other ANG pilots went north. During exercise "Punch Card III," the Army's ground forces in Alaska needed close air support. Eight F-84s from Illinois made the long flight nonstop with the aid of 11 Air Guard KC-97L tankers from Texas and Tennessee. Within hours the jets were over the "battlefield" strafing and bombing "enemy" positions.

Air Guard pilots also played the role of "bad guy." During the U. S. Strike Command's exercise "Brim Fire" at Eglin AFB, Florida, the aggressor aircraft were RF-84s of the 117th Reconnaissance Wing, Birmingham, Alabama. They flew more than 40 low-level sorties trying to penetrate the air defense net.

In addition to augmenting the Military Airlift Command, ANG airlift units were busy handling "Guardlift" requirements. It involves about 420 transports carrying about 26,000 troops and some 15 million pounds of cargo to and from summer training sites. The operation began March 2 and ends this month.

The crew of ANG's "Talking Bird" put in a two-week tour that lasted 18 days. The "Bird" is a C-97 outfitted with special communication equipment. Its wartime mission is to get quickly to where the action is and serve as a flying command post or radio relay station for air and ground commanders.

This assignment was different. Their job was to evaluate the aero stations along MAC's Atlantic routes testing them for quality, range, frequency coverage and operating procedures.

Ninety Air National Guardsmen and Air Force Reservists used their two-week tours to attend the California Institute of Technology. There, specialists in the field of ground safety gave them 60 hours of class and field instruction.



a



b



c



d

Air Force Reserve

a/ *Maintenance: 909th MAGp. mechanics use crane to work on C-124 at Andrews AFB . . .* **b/** *Communications: SSgt. V. Colbert, an active duty instructor with the 1918th Comm. Sq., explains air/ground radio procedures at Scott AFB to (l-r) Sgt. A. Kampwerth, Amn. P. Leonard, A1C J. Frazier, and Sgt. T. Staroba of the 932nd Comm. Sq. . . .* **c/** *Firefighting: Members of the 928th TAGp. practice crash and rescue techniques . . .* **d/** *Medical: Lt. V. Westbrook, 67th Aeromed. Evac. Sq. shows how to take blood pressure.*

e/ *Communications: A1C K. DeCaire (l) and M. Gunnard, 212th GEEIA Sq., Worcester, Mass., check phone terminals installed at Bolling AFB, D.C.* . . . **f**/ *Refueling: F-100 is fueled over Germany by KC-97L of 136th Air Refueling Gp., Dallas* . . . **g**/ *Airlift: R.I. Army Guardsmen board C-124 of Tennessee's 118th MAGp., for flight to Utah* . . . **h**/ *Training: SSgt. L. Wilson, 124th Ftr. Gp., Boise, Idaho, practices art of lowering himself should parachute become snagged, during life support training in Florida.*

This year's encampment took on added significance for Air Force Reservists of the 446th Tactical Airlift Wing, Ellington AFB, Texas. In March, the 446th became the first Reserve unit to receive the C-130 "Hercules" and the first to conduct a Combat Crew Training School. Since then, they have received seven more. These aircraft are used to train the wing's Reservists in their Tactical Air Command mission. They also are employed by active duty and Reserve students during the flying phase of the Combat Crew school.

For Reservists assigned to the new Associate units, this year's active duty tour also held special significance. It gave them their first opportunity to work with their active duty counterparts for an extended period.

Under the Associate Unit concept, the Reservists fly and maintain the most modern transport planes the Military Airlift Command possesses. An all-Reserve crew recently completed a mission to Southeast Asia using the C-141 "Starlifter." Associate Unit Reservists also will fly the mammoth C-5As when they are delivered to the Air Force.

The only medical Reservists touring overseas were the 29th, 30th and 36th Medical Service Squadrons. Though their home base is Chicago, Illinois, their wartime mission calls for them to augment the Alaskan Air Command. Hence, they held their encampments at Elmendorf AFB. The 29th and 30th train to provide emergency medical treatment of general or limited war victims. The 36th performs casualty staging functions and provides shelter, emergency aid and administrative processing for patients awaiting evacuation.

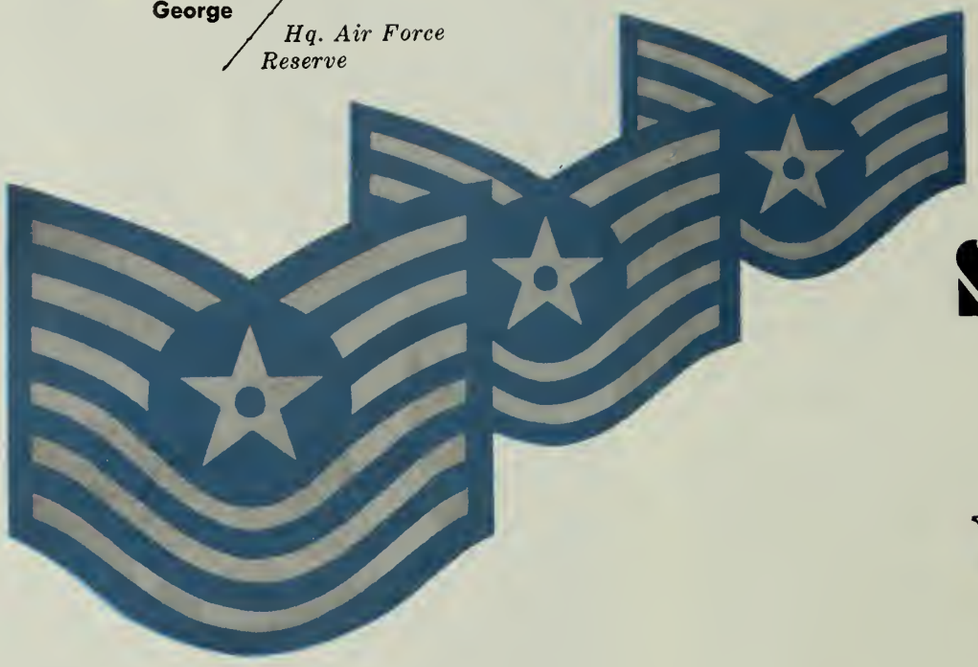
Reservists of the 90th Aerial Port Squadron made the long trip from Homestead AFB, Florida, to the busy air terminal at Hickam AFB, Hawaii. Their ability to move in and immediately take over the passenger and cargo handling duties made them a welcome sight to their Air Force counterparts who had been working round-the-clock.

Also training in Hawaii were members of the Air Force Reserve's 303rd Aerospace Rescue and Recovery Squadron, March AFB, California. By rotating their tours, the Reservists were able to provide continuous support throughout most of the summer. In addition to flying training missions, one crew logged about eight hours in their HC-97 searching for a missing yacht.



by Capt. Richard S. George
Hq. Air Force Reserve

ASK THE SARGE!





ASK the sarge . . . he is one of the Reserve program's most important men. As the NCO Adviser, the sarge is a master of many specialties: administration, supply, personnel, information, recruiting and retention, and guidance counsellor.

In effect, NCO Advisers are the Reserve commander's *Chief Honcho*. They are active duty members of the Air Force assigned to each Air Force Reserve air postal, aerial port, mobile en route, mobile maintenance and mobile supply unit. As the unit's only full-time personnel, they provide the continuity necessary between training periods.

Except for the postal groups, each unit has two advisers. One from the gaining command, the other by Headquarters Air Force Reserve (AFRES).

For example: the 34th Mobile Maintenance and 34th Supply Squadron at Robins AFB, Georgia, each have an NCO representing the Air Force Logistics Command (AFLC). They are experienced maintenance and supply technicians who serve as liaison with the command and insure that all AFLC training and proficiency standards are met. Working with them are two AFRES advisers with administrative and personnel backgrounds.

The two postal groups have one AFRES adviser each. They serve as liaison with USAF's Air Postal and Courier Service and with the flights under each Reserve group.

The adviser's objective is to help his unit become combat ready through top personnel manning and training. Their efforts paid off in May when three aerial port squadrons were mobilized to strengthen the Military Airlift Command's resources. The Reservists immediately took over many active duty functions at three major aerial ports.

An important responsibility of the adviser is to assist the commander in preparing for the unit's two-week active duty tour. They strive for encampments in which Reservists receive the best training while contributing to USAF's mission.

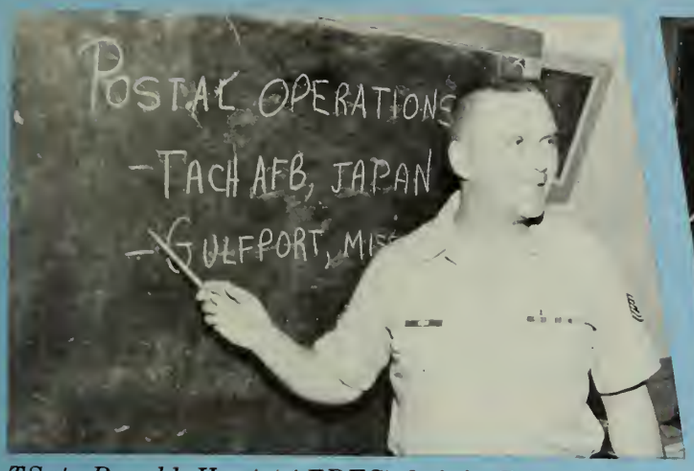
Last year, the postal Reservists traveled to Tachikawa AB, Japan, and Hickam AFB, Hawaii, for their summer training. They worked with their active duty counterparts processing the tons of mail going between the U.S. and the Far East. This year the 90th Aerial Port Squadron, Homestead AFB, Florida, performed their two-week tour at Hickam where they handled the cargo and passenger facilities. In both instances, advisers accompanied the Reservists and termed the encampments exceptionally good because they provided experience at bases where additional manpower was needed.

Advisers also are responsible for recruiting and retention programs. This includes interviewing applicants and reenlistment counseling.

Advisers are selected for having outstanding records in their specialties as well as leadership abilities. Their jobs are challenging and require ingenuity and initiative.

As one NCO adviser put it: "You really experience the concept of 'chief cook and bottle washer.' Since we don't have a secretary, I type my own correspondence and do the filing between training assemblies. I also make decisions and take actions which normally would be an officer's responsibility."

A good indication of the advisers' effectiveness is the high regard expressed for them by the Reservists. It's a rare training session when you don't hear, "Ask the Sarge. If he doesn't have the answer, he'll find out for you."



TSgt. Ronald Hunt (AFRES) briefs Reservists of 1st Air Postal and Courier Gp. on summer encampment objectives at Dobbins AFB, Ga.



SSgt. Marvin Ashley, MAC adviser for 89th Aerial Port Sq., assists MSgt. Edward Degyter process a passenger at McGuire AFB, N.J.



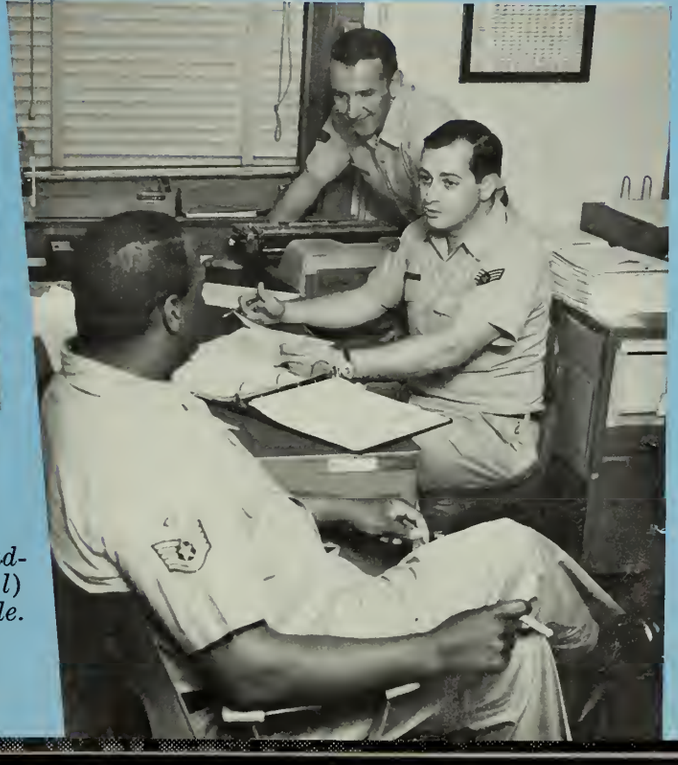
MAC's TSgt. David Anderson and 2nd Lt. David Anderson, 11th Mil. Airlift Support Sq., McChord AFB, Wash., plan training program.



SMSgt. Ezra Wolfe (r), AFLC supply specialist for 34th Mobile Maint. Sq., and MSgt. James Brewer discuss repair job at Robins AFB, Ga.



Also an adviser (AFRES) with the 34th at Robins, MSgt. Donald Ruggles (l) evaluates work accomplished by MSgt. Ken Whittington.



SSgt. Hugh Mitcheltree, the 89th's AFRES adviser at McGuire, helps TSgt. Charles King (l) and Sgt. John Fiorino (r) plan OJT schedule.

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are the keys to the list of units with vacancies and the grades indicate the highest grade position available. For information on listed positions, write directly to the unit using address given.

KEY — **UNIT**

1. 908th Tactical Airlift Gp., Brookley AFB, Alabama 36615
2. 4th Air Postal Flt., Maxwell AFB, Alabama 36112
3. 302nd Aerospace Rescue & Recovery Sq., Luke AFB, Arizona 85301
4. 2nd Air Postal Gp., Alameda, California 94501
5. 416th Medical Service Flt., Hamilton AFB, California 94501
6. 303rd ARRSq., March AFB, California 92508
7. 144th Fighter Gp., 5425 E. McKinley Ave., Fresno, California 93727
8. 24th Medical Service Sq., March AFB, California 92508
9. 81st Maintenance Sq., McClellan AFB, California 95652
10. 450th Medical Service Flt., McClellan AFB
11. 944th Military Airlift Gp., Norton AFB, California 93409
12. 440th Medical Service Flt., Oxnard AFB, California 93030
13. 4th Military Airlift Support Sq., Travis AFB, California 94535
14. 146th Military Airlift Wg., Van Nuys, California 91409
15. 518th Medical Service Flt., Vandenberg AFB, California 93437
16. 31st Medical Service Sq., Lowry AFB, Colorado 80230
17. 909th Military Airlift Gp., Andrews AFB, Maryland 20331
18. 2016th Communications Sq., Dover AFB, Delaware 19901
19. 472nd Medical Service Flt., Moody AFB, Georgia 31601
20. 446th Medical Service Flt., Robins AFB, Georgia 31094
21. 481st Medical Service Flt., Chanute AFB, Illinois 61866
22. 26th Medical Service Flt., Chanute AFB
23. 928th Tactical Airlift Gp., Chicago-O'Hare IAP, Illinois 60666
24. 91st Aerial Port Sq., Chicago-O'Hare IAP
25. 126th Tactical Hospital, P.O. Box 66486, Chicago-O'Hare IAP
26. 426th Medical Service Flt., Scott, AFB, Illinois 62225
27. 932nd Military Airlift Gp., Scott AFB
28. 434th Tactical Airlift Wg., Bakalar AFB, Indiana 47201
29. 926th Tac. Control Gp., Callender Fld., New Orleans, La. 70140
30. Hq Eastern Comm. Rgn., Westover AFB, Massachusetts 01022
31. 905th Military Airlift Gp., Westover AFB
32. 403rd Tactical Airlift Wg., Selfridge AFB, Michigan 48405
33. 133rd Military Airlift Gp., Mpls-St. Paul IAP, Minnesota 55111
34. 934th Tactical Airlift Gp., Mpls-St. Paul IAP
35. 493rd Medical Service Flt., Columbus AFB, Mississippi 39701
36. 541st Medical Service Flt., Keesler AFB, Mississippi 39534
37. 442nd Military Airlift Wg., Richards-Gebaur AFB, Missouri 64030
38. 2017th Communication Sq., McGuire AFB, New Jersey 08641
39. 514th Tactical Airlift Wg., McGuire AFB
40. 34th Medical Service Sq. USNAS, Brooklyn, New York 11234
41. 2019th Communications Sq., Griffiss AFB, New York 13422
42. 106th Support Sq., USNAS, New York 11234
43. 914th Tactical Airlift Gp., Niagara Falls MAP, New York 14306
44. 109th Military Airlift Gp., Schenectady County AP, New York 12301
45. 429th Medical Service Flt., Stewart AFB, New York 12554
46. 174th Combat Support Sq., Hancock Fld., Syracuse, New York 13211
47. 460th Medical Service Flt., Pope AFB, North Carolina 28308
48. 302nd Tactical Control Wg., Clinton County AFB, Ohio 45177
49. 910th Tactical Airlift Gp., Youngstown MAP, Ohio 44473
50. 479th Medical Service Flt., Vance AFB, Oklahoma 73701
51. OCVOS, Tinker AFB, Oklahoma 73145
52. 304th ARRSq., Portland IAP, Oregon 97218
53. 911th Military Airlift Gp., Gtr. Pittsburgh AP, Pennsylvania 15231
54. 92nd Aerial Port Sq., 1160 Wyoming Ave., Wyoming, Pa. 18644
55. 84th Aerial Port Sq., 426 N. Main St., Greenville, S.C. 29601
56. 20th Medical Service Sq., Carswell AFB, Texas 76127
57. 147th Fighter Gp., Ellington AFB, Texas 77030
58. 446th Tactical Airlift Wg., Ellington AFB
59. Hq ANG Base Det., Hensley Fld., Dallas, Texas 75211
60. 449th Medical Service Flt., Hill AFB, Utah 84401
61. 945th Military Airlift Gp., Hill AFB
62. 939th Military Airlift Gp., McChord AFB, Washington 98438
63. 440th Tactical Airlift Wg., Gen. Mitchell Fld., Wisconsin 53207
64. 128th Tac. Control Flt., 6100 S. Lake Dr., Cudahy. Wis. 53110

Officer

Acct. & Finance: (Maj.) 42. (Capt.) 51. (Lt.) 42.
Admin. (Capt.) 2. (Lt.) 4.
Budget: (Capt.) 42.
Aircraft Control: (Capt.) 18.
Aircraft Maintenance: (Maj.) 17. (Capt.) 8, 48.
Avionics: (Capt.) 32, 48, 49, 63.
Chaplain: (Capt.) 63.
Civil Engineer: (Capt.) 28, 33, 34, 42, 49.
Communications-Electronics: (Capt.) 30, 48, 49, 63.
Dental: (Maj.) 32, 58. (Capt.) 11, 31.
Director, Material: (Lt. Col.) 1.
Flight Nurse: (Capt.) 44.
Flight Surgeon: (Maj.) 44.
Fuels: (Capt.) 51. (Lt.) 23.
Information: (Capt.) 43.
Medical: (Col.) 22, 26. (Lt.Col.) 25, 31, 32, 47, 53. (Maj.) 8, 10, 19, 20, 21, 27, 35, 40, 45, 58, 60, 61. (Capt.) 11, 16, 36, 56, 62, 64.
Medical Services: (Maj.) 28. (Capt.) 22, 43.
Motor Veh. Maint.: (Capt.) 42.
Navigator: (Maj.) 32, 52, 62. (Capt.) 1, 3, 34, 48, 49, 53, 61, 63. (Lt.) 6, 27.
Nurse: (Maj.) 12, 15, 19, 22, 35. (Capt.) 1, 5, 8, 16, 17, 20, 21, 25, 27, 28, 40, 44, 53, 56, 60, 61. (Lt.) 29, 31, 45.
Pilot: (Lt. Col.) 17, 32, 61. (Maj.) 1, 27, 28, 29, 37, 39, 48, 52, 53, 62. (Capt.) 6, 13, 31, 34, 43, 44, 49, 63.
Security Police: (Capt.) 23, 33.
Supply: (Capt.) 6, 13, 28.
Transportation: (Capt.) 24, 42, 51, 54. (Lt.) 13.
Training (Ground): (Capt.) 42.
Veterinary: (Maj.) 10, 15, 21, 25, 40, 45, 50, 60. (Capt.) 53. (Lt.) 27.

Airman

Administrative: (MSgt.) 2. (TSgt.) 4, 13. (SSgt.) 62.
Aerospace Control Systems Opns.: (MSgt.) 13, 17, 27, 28. (TSgt.) 9. (SSgt.) 34, 62.
A/C Accessory Maint.: (MSgt.) 53. (SSgt.) 13, 34, 62.
A/C Maint.: (CMSgt.) 37. (SMSgt.) 62. (MSgt.) 17, 27, 48, 53, 61. (TSgt.) 3, 6, 34, 39. (SSgt.) 13. (Sgt.) 9.
Aircrew Protection: (TSgt.) 6.
Civil Engineering Mechanical/Electrical: (TSgt.) 43, 49.
Civil Engineering Structural/Pavements: (SSgt.) 17, 37.
Communications-Electronics Systems: (SSgt.) 13. (Sgt.) 28.
Communications Operations: (SMSgt.) 28. (MSgt.) 29. (SSgt.) 3, 6, 34.
Data Systems: (MSgt.) 53.
Dental: (TSgt.) 63. (SSgt.) 25. (Sgt.) 25, 62.
Education & Trng.: (TSgt.) 23, 29, 49. (SSgt.) 17, 27, 52.
Fabric, Leather & Rubber: (SSgt.) 37, 62.
First Sergeant: (MSgt.) 9.
Food Service: (SSgt.) 28.
Fuel Service: (MSgt.) 23. (TSgt.) 48, 49, 63. (SSgt.) 62.
Medical: (MSgt.) 8, 21, 45, 50. (TSgt.) 5, 10, 12, 22, 26, 27, 28, 29, 35, 36, 56. (SSgt.) 25, 40, 53. (Sgt.) 19, 55.
Medical Laboratory: (TSgt.) 25.
Metalworking: (SMSgt.) 9. (TSgt.) 6, 34.
Munitions & Weapons Maint.: (SSgt.) 9.
Operating Rm. Spec.: (SSgt.) 25.
Pharmacy Tech.: (TSgt.) 25.
Safety: (TSgt.) 23.
Small Arms Instr.: (SSgt.) 44.
Supply: (SMSgt.) 48. (TSgt.) 27. (SSgt.) 17.
Transportation: (SMSgt.) 24. (MSgt.) 11. (TSgt.) 13, 49. (SSgt.) 1, 43, 54, 55, 62.
Veterinary: (SSgt.) 25.

ANG Technician

(A/C Electrical Supv., NGW-12) 46. AFSC 42370.
(A/C Engine Mech., NGW-10) 46. 43250.
(A/C Engine Mech., NGW-10) 59. 43251.
(A/C Instrument Supv., NGW-12) 46. 42270.
(A/C Maint. Tech., NGW-12) 46. 43171C/43191.
(A/C Mechanic, NGW-10) 46. 43151C.
(A/C Mechanic, NGW-10) 59. 43151A.
(A/C Radio Maint. Tech., NGW-12) 46. 30170.
(A/C Radio Maint. Tech., NGW-11): 59. 30454.
(A/C Radio Maint. Specl., NGW-11) 7. 301X0
(Air Opns. Specl., NGW-5) 7. 271X0.
(Data Processing Supervisor, NGW-8) 14.
(Data Processing Machine Opr., NGW-5) 14.
(Flying Trng. Instr., NGC-12) 46. 1115A, 1435, 1416.
(Personal Equip. & Survival Tech., NGW-12) 46. 92270.
(Quality Control Tech., NGW-14) 46. 43171C/43191.
(Weapons Control Sys. Specl., NGW-11) 7. 322X1F.
(Weapons Control Sys. Specl.) 57. 32251F/71F 32550A.

Civil Air Patrol

Reserve officer assignments are open in some northwestern states for CAP Reserve Assistance Officers. Retirement credit points may be gained and possible active duty for training tours. Write USAF-CAP-LO and respective state or region address listed: Rocky Mountain Region and Colorado—Lowry AFB, CO 80230; Utah—2320 W. Girard Ave., Salt Lake City, UT 84116; Wyoming—F. E. Warren AFB, WY 82001; Idaho—MAP, Twin Falls, ID 83301; and Montana—City-County AP, Helena, MT 59601. Hq. CAP has an opening for a Mobilization Augmentee (Lt. Col. pilot on flying status—prefer AFSC 1416. Contact Director of Reserve Affairs, Hq. CAP, Maxwell AFB, AL 36112.

Active Duty Position

The National Guard Bureau is accepting nominations for a Lt. Col. or Major to be called to active duty for four years as Safety Officer (AFSC 1925/1955) with Hq. TAC. Availability date of September 15, 1968, required. Forward nominations to NGB, Attn: NGAFP, Wash D.C. 20310.

Intelligence Positions

Interested in a *Category B* assignment with a unique organization? Meetings are grouped into six weekends per fiscal year. Positions open in these general locations: New York/Philadelphia/Washington, D. C.; California; Colorado; Washington / Oregon; and the Chicago/Detroit/Indianapolis area. Detachments programmed for Georgia and bordering states; Florida; Hawaii; Northern Texas; and Minnesota/Wisconsin. Specialties and highest grades are: 8054, *Intelligence*, foreign language desirable, (Capt.); 2895H, *Tech. Intelligence* (Capt.); 8086, *Air Targets Officer* (Capt.); 9326, *Medical Officer*—general (Capt.); 20450/20490, *Intelligence Operations* (SMSgt.); 20330/20390, *Language Tech.*, oriental languages most desired. (SSgt. · CMSgt.); 64550, *Inventory Management* (SSgt.); 70250/70270, *Admin.*, (TSgt.). Submit AF Forms 1288 and 1051 to Hq 1127th USAF Field Activities Group (AFNIA-BC2), Fort Belvoir, Va. 22060.

PEOPLE . . .

General John P. McConnell's appointment as Air Force Chief of Staff was extended for one year. He will now serve until August 1, 1969. ◇ ◇ ◇ Chief Master Sergeant of the Air Force Paul W. Airey's tour also has been extended to coincide with that of General McConnell's. He was appointed April 1967, and is the first airman to hold that position.

The U.S. Senate confirmed four Air National Guard general officer appointments in June. Promoted to major general was Reginald M. Cram, Adjutant General, Vermont. To brigadier general: Robert W Akin and Billy J. Shoulders, Adjutant General and Assistant AG of Tennessee, respectively; and Robert F. King, Assistant AG, Washington. ◇ ◇ ◇ Colonel Robert H. Saber, commander of the 421st Medical Service Flight, Orlando, Florida, was named the outstanding Air Force Reserve flight surgeon for 1967. ◇ ◇ ◇ Lieutenant Colonel James C. Elliott did it again . . . earned his second *Writing Award* from the Aviation/Space Writers Association. Colonel Elliott is Public Affairs officer of the National Guard Bureau. He was cited for his work as co-author of *The Private Pilot's Handbook of Navigation.* Air Force Lieutenant Colonel Gene Guerny received a similar award for his part in writing the book.

There's an officer at the NCO Academy and it's perfectly legal. Major Edmund C. Morrisey Jr., former executive officer of the Air Guard's 147th Fighter Group, Houston, Texas, was selected from 50 applicants to become commandant of the Air National Guard Academy at Knoxville, Tennessee. ◇ ◇ ◇ Airman Paul R. McKinley, an Air Force Reservist with the 19th Medical Service Squadron, Otis AFB, Massachusetts, was named honor graduate of USAF's Preventive Medicine Course conducted by the School of Aerospace Medicine, at Brooks AFB, Texas. He was among 33 students completing the 10-week course. ◇ ◇ ◇ The Military Airlift Command has selected the 90th Aerial Port Squadron as the outstanding unit of its kind in the Air Force Reserve. Based at Homestead AFB, Florida, the 90th was chosen for its superior record in such areas as manning, member participation, recruiting, general military training, and mission capability. ◇ ◇ ◇ Captain Richard H. Peeples Jr., 301st Aerospace Rescue and Recovery Squadron, Homestead AFB, made an unexpected flight earlier this year. He was a co-pilot on a commercial airliner which was hijacked and flown to Havana, Cuba. An hour or so later the aircraft and its crew and passengers were back safely in Miami.



AWARDED AF COMMENDATION MEDAL FOR STORIES ON "OPERATION HAYLIFT". SHE GAVE UP HER CHRISTMAS HOLIDAY TO JOIN RESERVISTS FLYING FOOD TO SNOWBOUND NAVAHOS AND CATTLE IN ARIZONA. WHEN A CREWMAN BECAME ILL, SHE TOOK HIS PLACE SHOVING BALES OF HAY FROM A C-119.

Twelve thousand miles? That is the distance that Major Robert L. DeBard traveled to train with the ANG's 122nd Tactical Fighter Group for its encampment at Alpena, Michigan. Major DeBard was working in Kabul, Afghanistan, when he heard that his unit was going to train in July. He completed an accelerated work schedule, got a release from the State Department to leave Afghanistan, made travel arrangements via Hong Kong, Manila and Tokyo, arriving in time to rejoin 122nd.

Q & A

Is retirement pay granted when an individual transfers to the Retired Reserve, or when he attains 60 years of age? ◇ ◇ ◇ Retirement pay for an individual who retires under Section 1331, Title 10, US Code, becomes effective on the first day of the month following that in which he attains 60 years of age, or at a later date if he so elects.

What are the requirements to be eligible for retired pay under Section 1331, Title 10, United States Code? ◇ ◇ ◇ To qualify for pay under Section 1331, applicants must have attained age 60; completed at least 20 years of satisfactory Federal service; performed the last 8 years of the qualifying 20 in a reserve component; and, if appointed or enlisted in the Armed Forces prior to August 16, 1945, they must have performed active duty after April 5, 1917, and before November 12, 1918, or after September 8, 1940 and before January 1, 1947, or active duty, (other than for training) during some portion of the period after June 26, 1950, and before July 28, 1953.

Must I apply for my retirement pension or will I be furnished an application form before my 60th birthday? ◇ ◇ ◇ A list is published annually showing those individuals carried on reserve strength who will become 59 years of age during the year. Six months before their 60th birthday, forms are forwarded to each individual eligible to apply for retirement pay. If the person has been discharged and is without military status, he must write to the Air Reserve Personnel Center, 3800 York Street, Denver, Colorado 80205, for the forms.

What is the proper agency for information on participation in Civil Defense activities for retirement point credit? ◇ ◇ ◇ Application for this type training should be made through your local office of Civil Defense.

Is it possible to be credited with points for time served as a Civil Defense fireman in a civilian occupation? ◇ ◇ ◇ Point credit cannot be awarded for your time as a Civil Defense fireman. To qualify for points for participation in any type of inactive duty training, the duty must be performed as a Reservist, require time and effort beyond that of your occupation, be controlled or supervised by the military, and authorized before the training begins.

reserve camera

- a general retires
- commander briefed
- Coney Island magic
- new unit emblem



Gen. G. P. Disosway accepts retirement gift from National Guard Bureau for supporting ANG units while comdr., TAC. Maj. Gen. Winston P. Wilson, chief, NGB, made award.



The magic of Coney Island came to life for some 2,000 handicapped children with the help of Air Guardsmen such as SSgt. George Simonds of the 106th MAGp., New York.



Rollin B. Moore Jr. (now Maj. Gen., comdr., AFRES) is briefed by Col. Leland A. Walker., comdr., ARPC, on use of computers in maintaining Reservists personnel records.



First Associate Unit emblem for MAC C-141s which Reservists help fly. (l-r) 944th MAGp's. CMSgt. W. Roy, Maj. E. Dillon, CMSgts. L. Vansant and A. Snelson.

Postmaster: Destroy if undeliverable.

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the air reservist

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THE HAWAIIAN ALERT

the RECALLS... in retrospect

- were they necessary
- were the recallees "ready"
- how are they being utilized
- when will they be released


Dr. Marrs

More than 14,000 members of the Air Reserve Forces were affected by the January and May recalls to active duty. It is natural that questions are raised concerning their status, utilization and outlook.

For an authoritative answer, *The Air Reservist* turned to Dr. Theodore C. Marrs, deputy for Reserve Affairs in the office of the assistant secretary of the Air Force (Manpower and Reserve Affairs):

Were the recalls really necessary? ◇ ◇ ◇ Absolutely. The attempted assassination of the president of South Korea and the seizure of the Pueblo plus an increase in border incidents dictated the national policy decision to strengthen the U.S. military position in South Korea. In order to provide these forces, while at the same time maintaining the capability to meet other contingencies, it was decided to institute the January recall. The requirement was carefully studied to provide a tailored force that gave the commander in Korea an air package capable of meeting any contingency requiring the application of air power across a broad spectrum—from close air support of ground forces, tactical airlift, to control of air or air superiority. The May callup was in support of additional deployments to meet other contingencies occurring in Southeast Asia. The general increase of enemy combat operations and infiltrations prompted Military Assistance Command, Vietnam to request specific additional forces. The May recall was carefully tailored to augment the Air National Guard, Air Force Reserve and Regular Air Force units.

Were the recallees Ready? ◇ ◇ ◇ At no time in our history has there been a better equipped, manned and trained Reserve Force than the one we have today in the Air Force. When they were activated, the airlift wings were capable of immediate employment in the worldwide Military Airlift Command system. The fighter wings were capable of immediate deployment and could have been in combat within two weeks after mobilization. The reconnaissance wings — relatively new units—were rapidly upgraded to combat readiness.

I attribute their high state of readiness to the *bare base* concept of training i.e., preparing to respond to the maximum involvement option. By striving to achieve a state of absolute readiness, these units automatically became capable of responding to any of the lesser options.

Another product of this training concept is flexibility . . . of units and individuals. The Air Reserve Forces employ the wing structure which permits the combat or flying squadron to be deployed separately from any support elements and vice versa. For example, a tactical hospital, complete with tents, laboratory, X-ray, food service and operating rooms can be used for providing medical support at a home base . . . in Vietnam . . . to the unit at which trained or it can even serve as a cadre for a casualty staging center in Korea.

As for individual flexibility, each member has attended an active duty technical school or has received carefully supervised on-the-job training. This high level of skill achievement provides the ultimate in flexibility. Individual Air Guardsmen, Air Force Reservists or groups of such people are capable of filling the breach in other Guard or Reserve units or in Regular units.

How did the Air Force benefit from this flexibility? ◇ ◇ ◇ In the January recall the groups ordered to active duty included support units to meet the possibility of use on a base with limited support. That requirement did not materialize. The tactical flying squadrons received separate orders to bases with support units. Rather than assigning a Guard or Reserve support unit to a base that already had a like type unit, precise manpower requirements were added to the existing Air Force unit.

The increase in support requirements on the base to which the tactical units were deployed were, in most cases, less than the support contained in the Air Guard/Reserve support units. This programming flexibility allowed the Air Force to economically utilize the mobilized Reserve resource in the continental U.S., Korea, Japan, Southeast Asia and other worldwide areas.

What effect will such reassignments have on individuals if their former unit gets an early release from active duty? ◇ ◇ ◇ They will be released upon demobilization of the units with which they were activated, regardless of their assignment at the time.

In assigning units and personnel to meet mission requirements, the Air Force strives to maintain unit integrity to the maximum extent possible. It does this by attempting to utilize units as complete units whenever practicable and to limit reassignments to fill critical shortages in South Korea or South Vietnam. When entire units, including unit designators, are not usable or required in South Korea or Southeast Asia deployment locations, USAF tries to use groups of personnel from the same units

See RECALLS page 7

news



Reservists of the 349th MAWg., Hamilton AFB, Calif., (now on active duty) display their 4th consecutive "USAF Flying Safety" award. (l-r) Lt. Col. R. W. Walkotte, TSgt. W. Higgins and Col. J. A. Irwin, commander.

Technicians granted Civil Service status

Forty-thousand National Guard Technicians were granted Civil Service status August 13, when the President of the United States signed into law *The National Guard Technician Act of 1968*, to become effective January 1, 1969.

Key points of Public Law 90-486 includes:

- Past technician service will be recognized for leave, Federal Employees' Compensation, death and disability benefits, group life and health insurance, severance pay, tenure and status.
- Past technician service also will be recognized in full for eligibility. Fifty-five per cent credit will be allowed on each year of past technician service for purposes of computing retired pay.
- Employment as a technician on or after January 1, 1969 is required in order to be eligible for benefits.
- Under regulations to be prescribed by the secretaries of the Army and Air Force, the state Adjutants General will be the sole agents for the employment, administration and supervision of technicians.
- The Service Secretaries may prescribe the work hours. Compensatory time off is mandatory in lieu of pay for overtime.
- Premium pay is authorized only for technicians employed at Air Defense sites, not to exceed 12 per cent of the level of a GS-10.

Captains, Majors and Lt. Colonels

Nonactive duty Reserve officers will be selected for promotion to the permanent grades of captain, major and lieutenant colonel by a board convening November 4, at the Air Reserve Personnel Center in Denver, Colorado.

Lieutenants must have a promotion service date of October 31, 1966, or earlier; captains and majors, October 31, 1964, or earlier.

Only officers assigned to organized units will be recommended for promotion to major and lieutenant colonel. Unit vacancy recommendations must arrive at ARPC before October 18.

Mobilization opens education 'door'

Want to climb USAF's education ladder? Recently activated Air National Guard and Air Force Reserve officers are eligible to attend the Squadron Officers School at Maxwell AFB, Alabama.

Since recalled units may be demobilized at any time, officers selected will not incur the normal one-year active duty commitment; but, will have to sign a new *Ready Reserve* agreement before attending. Should a student's unit be demobilized, he will be authorized retention on active duty in order to complete his schooling.

The Squadron Officer School is the first rung on the professional education ladder. Three 14-week courses are conducted annually with a quota of 777 lieutenants and captains. Contact your unit's Training Division for details.

ARPC wants your 'number'

The Air Reserve Personnel Center, Denver, Colorado, is converting from primary use of the military serial number to that of the Social Security number. They need your help.

Most discrepancies have been noted in Standard Forms 88 and 89 (reports of medical examination and history, respectively). All units are requested to screen these forms carefully before forwarding to the Center. Failure to include the correct serial and social security numbers in the proper spaces results in delays in locating and filing individual records.

See NEWS page 15

the air reservist
OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES
Vol. XX—No. 8 October '68
Air National Guard Air Force Reserve
Civil Air Patrol



National Guardsmen furnish the total air defense for the state of Hawaii, through data received from search radars such as this one atop Mount Kaala. (See P. 4)

General John P. McConnell
Chief of Staff, United States Air Force

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Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver, Colorado 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO. Include name, grade, service and Social Security numbers with all correspondence.

Do not send changes to The Air Reservist.

Address magazine correspondence, including material for publication, to: Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, D.C. 20332.

FEATURING

Hawaiian Alert



Air Guardsman of 150th AC&W Sq., plots approaching flights off island of Kauai, Hawaii.

"Unknown aircraft . . . Scramble . . . scramble!"

A klaxon horn shatters the stillness and Hawaii Air National Guard (HANG) pilots standing runway alert at Hickam AFB, race for their F-102 *Delta Daggers.*

"Honolulu, this is Poi 60 rolling and ready for takeoff."

"Roger 60," the tower acknowledges. "Traffic held, you're cleared for takeoff."

A pair of jets surge forward, afterburners roaring. They lift off and climb skyward. Less than five minutes have elapsed since the alert was sounded.

Reaching 5,000 feet, the pilots switch their radio frequency and contact one of two Air National Guard Aircraft Control and Warning squadrons (AC&W). The controllers vector the F-102s to their target. It turns out to be a "friendly" and the jets return to Hickam.

The Air Guard pilots are members of the 199th Fighter Interceptor Squadron, an element of the 154th Fighter Group . . . the Air Force of the Hawaiian Islands.

The Air Guard's 154th, equipped with F-102s, and the Army Guard's 298th Artillery Group, armed with *Nike Hercules* surface-to-air missiles, man the sole first line of air defense. It is the only state where the Guard has this responsibility.

How does the Hawaiian Air Defense System work?

Two Air Guard AC&W squadrons, the 150th on the island of Kauai and the 169th on the Island of Oahu, monitor the skies 24 hours a day.

All air traffic in the vicinity of the Hawaiian Islands is reported to the Air Force-operated Air Defense Control Center. If the center cannot identify the radar reported "track" within 60 seconds, HANG F-102s are scrambled to investigate. At the same time, the Army Guard's *Nike Hercules* sites that ring Oahu, are alerted.

In 1950, through the efforts of HANG, the nation's first all National Guard operated AC&W unit, the 109th, was activated. Six years later, when it was proven that the Air Guard could do the job, the 169th was formed. In 1961, Hawaii's third radar station, the 150th was activated and the 109th was designated a training station. Many other states since have started their own AC&W sites patterned after Hawaii's.

In addition to their air defense role, the Hawaii Air Guard has saved 32 lives and more than 31 million dollars worth of aircraft through navigational assists.

Pilots who experience failure of navigational aids over the vast Pacific Ocean frequently call the radar stations for a position fix.

other mission

The AC&W squadrons also have become known as training centers for elements of the Navy and the Air Force.

Under a joint service operation begun in 1965, the 169th AC&W squadron at Wheeler AFB, helps Navy intercept controllers reach or maintain combat ready status.

The program proved to be so successful that the Air Force requested training assistance. The 169th is now providing refresher courses for weapons controllers from the 5th Tactical Control Group, Clark AB, Philippines.

There's more to the Hawaii ANG than just jets and radars. Supporting the pilots and controllers are the administrative, medical, maintenance, supply, weather, and communications personnel. They also are on the job 24 hours a day . . . determined that there will never be another "December 7, 1941."

The SEA Express



TSgt. R. Resendez, 944th, checks flight panel en route to Vietnam during C-141 mission.

There was something different about the big C-141 *Starlifter* that landed at Norton AFB, California, on August 18. After delivering 18 tons of high priority cargo to the Tan Son Nhut AB in Vietnam, the crew debarked. Every member was an Air Force Reservist.

The mission marked a new era in Reserve utilization.

It was the first time an all-Air Force Reserve crew flew the Air Force's newest and biggest operational transport to Southeast Asia, without having active duty crew members aboard.

The men were all members of the 944th Military Airlift Group (Associate), the first Air Force Reserve unit to convert to the associate unit program. Under the concept, the Reservists work alongside their active duty counterparts of the 63rd Military Airlift Wing, flying and maintaining the *Starlifters.*

The all-Reserve crew departed Norton on August 12. The mission included stops at Hickam AFB, Hawaii; Wake Island; Kadena AB, Okinawa; and then into Vietnam.

Although the 944th Reservists have made previous overseas training flights in the C-141, this was the first to Vietnam. The crew consisted of Captains William R. Maxey, pilot, and Elmer A. Graham, co-pilot; Lieutenant Colonel Robert S. Holden, navigator; Staff Sergeant Donald J. Weismann,

loadmaster; and Technical Sergeants Harry C. Gann, flight engineer, and Robert F. Resendez, aircraft mechanic.

Colonel Richard P. McFarland, 944th commander, accompanied them. He praised the crew and the program: "It's the first time that Reservists have had the opportunity to work, train and fly alongside their Military Airlift Command counterparts using the same equipment and under the same rules. This flight proved that it is possible to utilize them to fly modern equipment. It's only the beginning."

Three other Reserve groups have joined the associate program. The 939th Military Airlift Group was redesignated in July and is associated with the 62nd Military Airlift Wing at McChord AFB, Washington. The 903rd Tactical Airlift Group, McGuire AFB, New Jersey, became an associate unit in August, working with the 438th Military Airlift Wing at McGuire. The latest unit to convert was the 912th Tactical Airlift Group, Willow Grove, Pennsylvania. It became associated with the 436th Military Airlift Wing, Dover AFB, Delaware, last month.

The 'Nightingale'



USAF's newest medevac plane, the C-9 can accommodate both ambulatory and litter patients.

The C-9 *Nightingale*. On August 10, the first of these "flying hospital wards" was delivered to the Military Airlift Command's 375th Aeromedical Airlift Wing, Scott AFB, Illinois. The C-9 was specifically designed for the airevac role. It has a built-in therapeutic oxygen system, an intensive care area with controlled humidity, and increased electrical power to operate special medical equipment aboard the aircraft. Current MAC plans call for Reserve aeromedical evacuation crews to fly C-9 missions during 15-day tours.

NCO Academy



Top graduate TSgt. C. Cherry (c), congratulated by Brig. Gen. I. G. Brown and CMSgt. P. Langford, asst. commandant.

They came from nearly all of the 50 states and they came more than one hundred strong this summer to the Air National Guard's new NCO Academy at McGhee Tyson AP, Tennessee, to complete their training in NCO leadership.

Businessmen, educators and men from most walks of life made up the noncommissioned citizen-airmen who were among those graduated from the new academy on July 19. They became the first group in the ANG to complete the full curriculum of leadership training in an accredited Air Guard NCO Academy.

Graduation day was a gala affair and a milestone in ANG history. A host of dignitaries were present to do honor to the graduates. Brigadier General I. G. Brown, assistant chief, National Guard Bureau for Air, was on hand to deliver the keynote address. Chief Master Sergeant of the Air Force Paul W. Airey was the guest speaker.

General Brown stressed the contribution the students are making to their nation's security as citizen-airmen and pointed to them as a more realistic example of the true caliber of the vast majority of America's youth.

Sergeant Airey acclaimed the academy and its faculty as exemplary and congratulated the students on their esprit de corps, encouraging them to imbue the same spirit in their fellow Air Guardsmen when they returned to their home states. He added that the success of any military organization rests heavily upon the determination and leadership of its noncommissioned officers.

The NCO Academy was founded by General Brown in July 1967; however, since last summer it has been operated under the direction of instructor personnel from the Aerospace Defense Command NCO Academy. Earlier this year the academy was formally recognized and accredited by Headquarters, U.S. Air Force. Air Guardsmen now make up the entire school's faculty. The commandant, Major Edward Morrisey, is the only officer assigned to the NCO Academy.

The school operated on an accelerated program during the summer to accommodate airmen during their two-week tours of active duty. Students devoted 54 hours a week to studies in *management, human relations, world affairs, communicative arts, and military and physical training.*

Throughout the remainder of the year the course lasts five weeks and includes 225 hours of instruction.

The academy is still in the throes of growing pains. Existing buildings are being converted into classrooms, study halls and a library to support the approximately 700 students Major Morrisey estimates will attend the academy in the coming year.

Have Band, Did Travel

"Far, Far Away." That's not the name of a tune but that's where the Air Guard's 561st Air Force Band played during their summer tour. They journeyed from their Hayward, California, base to Puerto Rico for a concert tour and from there to Washington, D.C., where they gave six performances. The 34-piece organization is directed by Chief Warrant Officer John D. Schary. It functions as a concert orchestra, dance and marching band, and—since each member is an accomplished vocalist—a glee club.

561st Band schedule included: a Presidential inaugural, World's Fair and foreign concerts.



Cougars Stalk Charlie



Capt. Tom Emmett Jr., 120th pilot, makes pre-strike adjustment to 750-lb. bomb.

The *Cougar's* commander took the news calmly.

Lieutenant Colonel Robert C. Cherry had just received word that the Air National Guard's 120th Tactical Fighter Squadron, Buckley ANG Base, Denver, was to be activated January 26. "None of us knew if we were going to be deployed overseas . . . however, there was no need to accelerate any of our training. . . ."

The 120th's pilots now are flying their F-100 *Super Sabres* out of Phan Rang AB, Vietnam.

"There were no problems during the 8,500 mile trip to Vietnam," Colonel Cherry explained. "We had flown to Turkey six months before, so the boys were used to the long hours in the cockpit and air-to-air refueling.

"We arrived May 3, and three days later, following jungle survival orientation and other briefings, we were flying missions. After 25 combat missions, we were qualified to stand alert duty. This calls for day and night missions to provide bomb, rocket and 20mm cannon support to the ground forces.

"The boys really got their feet wet early, with the intensification of the ground war and have some outstanding results. In our first 30 days of operation, we logged almost 650 sorties so we've seen quite a bit of action."

Captain Thomas R. Emmett Jr., a pilot with the 120th, describes one of his missions over the Mekong Delta.

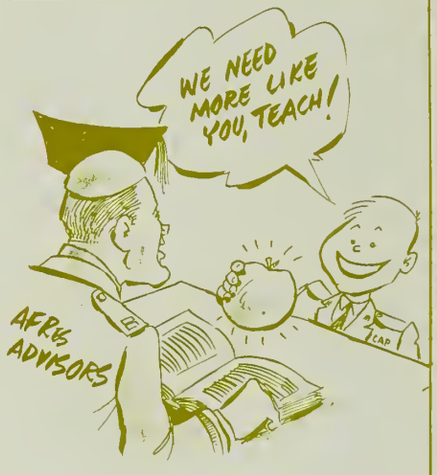
"I got up at 4:30 a.m. and reported to operations for a 5:30 briefing, which was short and to the point.

Captain Emmett then headed out to his aircraft. It was still dark when he arrived at the flight line, but maintenance men had been up for several hours loading his aircraft with 750-pound bombs and 20mm cannon shells. After the captain checked over his plane, the crew chief straps him in and the engine is started. Within minutes, the captain and his wing man were speeding toward their rendezvous with the forward air controller (FAC).

"I established radio contact with the FAC and he flew in low and marked the target area with a smoke rocket. I acknowledged his marker and started my bomb run, followed closely by my wing man. After several runs, I called the FAC for an assessment.

"The FAC credited us with three bunkers destroyed and three damaged, three military structures destroyed and six more damaged. It was a good strike," Captain Emmett concluded.

The mission is over, but Captain Emmett's day isn't. In three hours there is another briefing and another combat mission.



'Inducement' Squadron

The fastest growing Air Reserve Squadron in the U.S.! That's the 9285th Air Reserve Squadron (Civil Air Patrol). In three months it grew from 6 members to almost 700 members and the squadron still has openings for more than 6,000 Air Force Reserve officers and airmen.

What's the inducement? Working with the 9285th offers the Reservists a most rewarding way to earn precious retirement points. Reservists will serve as advisors with the 2,300 CAP units throughout the 50 states, the District of Columbia and Puerto Rico. Positions are available for all grades from lieutenant through colonel and from sergeant through chief master sergeant.

The program is similar to that of the Air Force Reserve's Judge Advocate General Area Representative, Chaplain Area Representative, and Air Force Academy Liaison Officer point gaining activities. All are administered by the Air Reserve Personnel Center, Denver, Colorado.

The Reservists will work with CAP unit commanders in such areas as teaching, administration, public information, and recruiting and retention. In addition, they may serve on short tours of active duty administering workshops at various colleges, managing flying encampments, staffing the cadet leadership school or helping to conduct CAP summer encampments.

For additional information, write to the CAP Wing Office in your state.

Closed Circuit TV



TSgt. Roger Smith, 190th maintenance, updates status board for closed-circuit television.

Air National Guardsmen of the 124th Fighter Group, Boise, Idaho, get paid to watch television.

The television is closed circuit, designed to speed communications between operations, maintenance and the flight line.

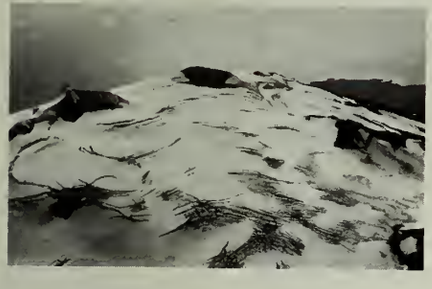
Cameras transmit information from status boards to maintenance areas on the condition of each F-102, the reason it is out of commission, and its estimated time of return to flying status. Flight scheduling information also is relayed to monitors in the briefing, five minute alert, and hangar areas for immediate communication to pilots.

The system, which enables Guardsmen to provide a more efficient air defense system for the Midwestern section of the United States, was conceived nearly five years ago, when Idaho Air Guardsmen were investigating methods to simplify and speed up communication procedures.

Plans are now underway by the Idaho unit to extend the effectiveness of the program by installing additional monitors at key locations and the command post located nearly a half mile from the maintenance section.

Results of the system also are being analyzed for possible use by other Air Guard units throughout the United States.

That Others May Live



305th ARRSq. crews provide rescue cover for pilots in Iceland.



'Lady Be Good' was rediscovered by a 305th crew in the Sahara.

The world is their beat.

From the sands of the Sahara to the glaciers of Iceland . . . from the Mediterranean to the Pacific . . . all have become familiar areas to men of the 305th Aerospace Rescue and Recovery Squadron, since their mobilization in January.

The former Air Force Reserve unit at Selfridge AFB, Michigan, has supplemented regular Air Force rescue units during special operations and missions in California, Florida, New Hampshire and Texas; Greenland; Labrador; Newfoundland; Spain; Hawaii and the Philippines. It now has its HC-97 aircraft and crews on detached duty in Libya and Iceland. The following anecdotes reflect the contrast in assignments.

Africa

The hot Sahara sun beat down upon the 305th's HC-97 this summer as its crew anxiously scanned the desert below.

Seven hundred miles back they had departed Wheelus AB, Libya, on a routine navigation training exercise to the crash site of a famous B-24 *Liberator* named "Lady Be Good." It had vanished during a World War II bombing raid mission in May 1943.

The 305th crew, all from Michigan, had a wreath and pennant to be air dropped over the bomber to pay their respect and homage to the "Lady's" crew. Two of them had been from Michigan.

The bomber was found by oil hunters in 1959. It rests in a giant-like saucer, protected by the dry, hot and humidity-free air.

The 305th plane flew over her, dropping the wreath and banner, then dipped her wings in tribute and headed north.

Iceland

The 305th's commanding officer, Lieutenant Colonel John C. Riley, considers the unit's Iceland mission one of their most important thus far.

They provide the sole rescue support for USAF's 57th Fighter Interceptor Squadron, a part of the Icelandic Defense Forces of the North Atlantic Treaty Organization. The 57th's F-102 pilots are responsible for intercepting and identifying all non-NATO aircraft that try to enter the defense zone. They fly under some of the world's most adverse conditions. The Icelandic weather is cold and miserable most of the year. Although temperatures rarely fall below 32 degrees nine months out of the year, 50 to 60 knots winds force the chill factor far below zero. Huge lava boulders, cliffs, gorges and glaciers with crevices dominate the terrain.

Recently, a 305th crew was alerted that an F-102 pilot had ejected. Within 20 minutes they had the downed pilot in sight. A pararescueman stood ready to jump, but the pilot was uninjured and was able to make his way to a farmhouse.

RECALLS continued

to the greatest degree practicable. Any remaining personnel, not required to fill the above priorities, would be utilized to fill validated worldwide Air Force requirements.

When will the Air Force release the mobilized units? ◇ ◇ ◇ We will release the personnel and units as soon as the need for them no longer exists. That need does exist now.

The former Air Force Reserve airlift units have done an outstanding job in support of the active establishment. By the beginning of September, they had performed 946 missions to worldwide locations, including 250 to Southeast Asia. They have transported over 10,000 passengers and 23,461 tons of cargo.

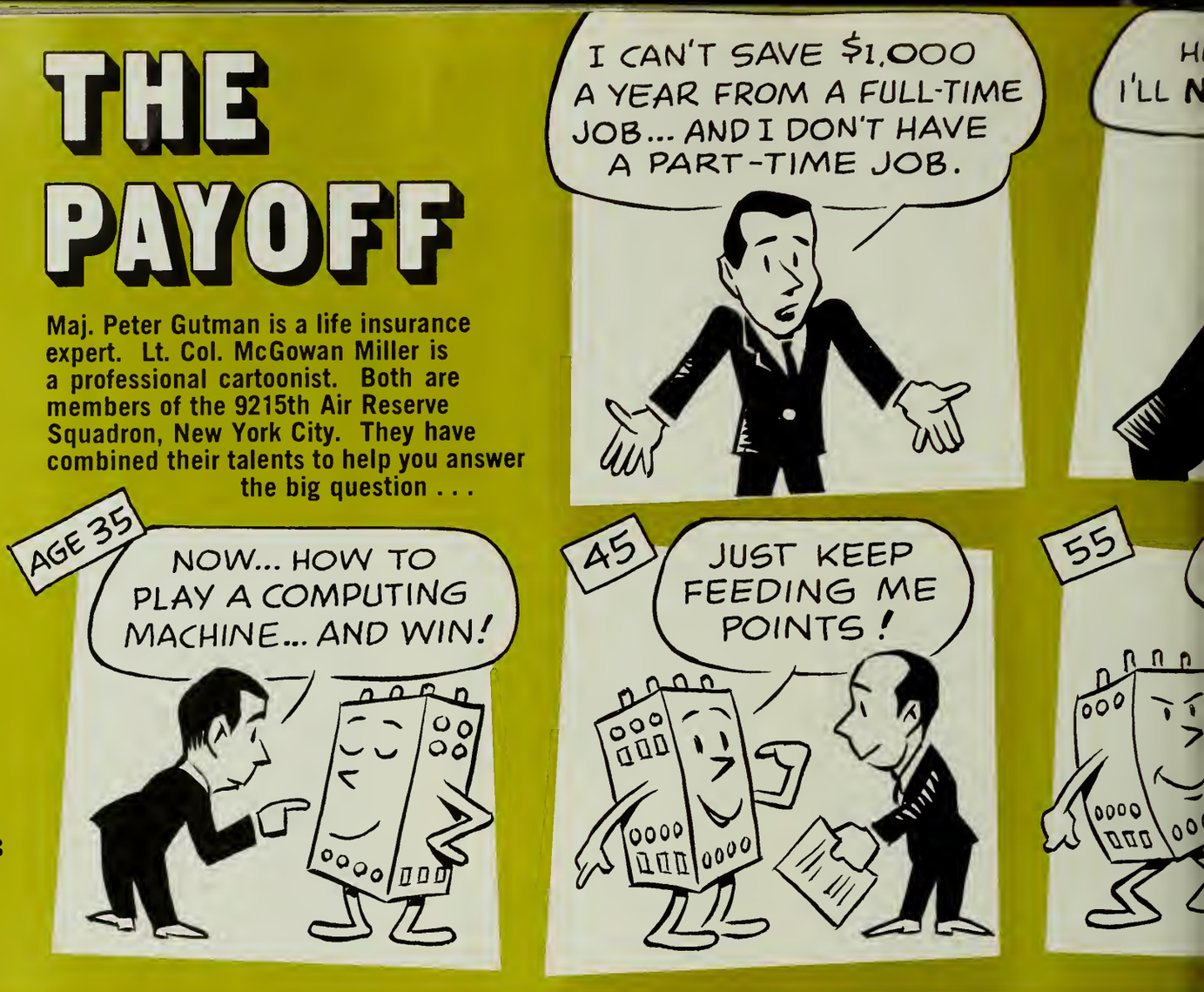
The activated aerospace rescue and recovery squadron has flown over 2,600 hours performing 487 missions. And, the aerial port units are doing a remarkable job. As an example, Air Force Reservists of the 82nd at Travis AFB, California, reported for duty May 13, finished processing the same day and were on the job the next day. During June they helped process more than 115,000 passengers to and from Southeast Asia and other Pacific areas.

During the first three months, the four former Air National Guard tactical fighter squadrons now serving in South Vietnam compiled an equally outstanding record. They flew 6,113 combat missions since the first unit arrived May 3.

Air Guardsmen of the 174th Tactical Fighter Squadron (formerly Sioux City, Iowa, and now at Phu Cat AB) have earned four *Silver Stars*, eight *Distinguished Flying Crosses*, 25 *Air Medals* with a like number of oak leaf clusters, seven *Air Force Commendation Medals* and one *Purple Heart*. A total of 293 decorations have been presented to the members of the four units in the short time they have been in Vietnam. Three Air Guard pilots have been killed in action.

THE PAYOFF

Maj. Peter Gutman is a life insurance expert. Lt. Col. McGowan Miller is a professional cartoonist. Both are members of the 9215th Air Reserve Squadron, New York City. They have combined their talents to help you answer the big question . . .



RESERVE RETIREMENT is it worth it?

"Should I put in 20 years . . . attend unit training assemblies and summer encampments . . . take ECI courses . . . worry about accumulating points?"

Almost every officer and airman asks such questions as they get close to completing their military obligation. You should be skeptical. It's your future we're discussing. After at least four or five years of active duty or six years of obligated service with a Reserve unit, you have earned the right to ask questions:

What is Reserve retirement? It is a most unusual system of working toward a lifetime retirement income.

How does the system work? If you put in 20 "good" years, that makes you eligible to receive retired pay when you reach 60 years of age. Remember, when you complete your military obligation you already have four to six "good" years and many points to your credit.

What's a "good" year? Accumulate 50 points during the year and it counts toward retirement . . . it is a "good" year. There are many ways to earn points. Some examples: You get one point for each day of active duty; active duty for training; and, for each unit training assembly. In these categories you also get paid while you earn your points. You can earn points by taking Extension Course Institute correspondence courses; by working with the Military Affiliate Radio System, or with the Civil Air Patrol, to mention just a few. Incidentally, you automatically receive 15 points just for being a member of the Air Force Reserve or Air Guard.

How much retirement pay will I get? The amount will vary according to the number of "good" years you have, your grade at the time of retirement, and the total number of points you have accrued. Here are examples based on current pay scales and 3,300 points, a likely figure.

A lieutenant colonel with 22 years would receive $256.71. A master sergeant with 26 years would get $136.75.

How does this compare with other plans? Impossible! I know of no part-time job that offers a pension. Furthermore, most pension plans are computed on a retirement age of 65.

Couldn't I set aside money from a part-time job to buy a retirement annuity? Yes, but there are some pretty stiff require-



ments. The sergeant would have to set aside about $20,642 and it would cost the colonel $38,855. And remember . . . that would be money they took out of their part-time earnings after paying income taxes. That's a tall order for many to accomplish from a full-time job, much less part-time.

Looking at it another way: the sergeant would have to set aside about $553 per year starting at age 35 to receive the same $136 per month the Reserve plan offers. The colonel . . . he'd have to save $1,042 each year.

Are there any other monetary advantages to the Reserve system? Yes, you may join the Serviceman's Family Protection Plan. By taking a reduced amount in retired pay, you can assure your widow and children will continue to receive a portion of your retirement pay.

Point Value Chart

This simple one-step system gives you an estimate of the amount in your monthly paycheck. Multiply your point value by the approximate number of points you will earn and the result is the dollar value of your retirement check.

Highest Grade Held	Over 20 Yrs. Point Value	Over 22 Yrs. Point Value	Over 26 Yrs. Point Value
Maj. General	.12000	.12483	.12483
Brig. General	.10854	.10854	.10854
Colonel	.08308	.08790	.09535
Lt. Colonel	.07515	.07779	.07779
Major	.06506	.06506	.06506
*Captain	.05713	.05713	.05713
Captain	.05625	.05625	.05625
*1st Lt.	.04835	.04835	.04835
1st Lt.	.04173	.04173	.04173
*2nd Lt.	.04088	.04088	.04088
2nd Lt.	.03294	.03294	.03294
WO (W-4)	.05404	.05583	.06017
WO (W-3)	.04748	.04921	.05098
WO (W-2)	.04260	.04435	.04435
WO (W-1)	.03956	.03956	.03956
CMSgt.	.04463	.04698	.05154
SMSgt.	.03913	.04144	.04604
MSgt.	.03452	.03683	.04144
TSgt.	.03038	.03038	.03038
SSgt.	.02577	.02577	.02577

* With over four years active enlisted service.

One final question:

"Where do I go to enlist?"

by Capt. Joseph J. Ryan
Virginia Air National Guard

GUARD STRIKE II

The largest in Guard history.

That was *Guard Strike II* (July 20-Aug. 3). The massive tactical control systems exercise involved some 72,000 Guardsmen from 34 states directly and indirectly, including 56,000 ANG members and 16,000 ARNG troops. Army Reserve paratroops, two Navy Reserve squadrons, and U.S. Coast Guard search and rescue teams also took part. Guardsmen participated in field training, unit training, additional flying training period and technician status, under the *Guard Strike* concept of "centralized control and decentralized execution."

battlefield

The exercise area, which was spread over 15 states from Minnesota through Massachusetts, was divided into two regions, *East Task Force,* headquartered at Griffiss AFB, New York, and commanded by Brigadier General Joseph D. Zink of the New Jersey ANG, and *West Task Force,* headquartered at Volk Field, Wisconsin, and commanded by Brigadier General Paul E. Hoover of the Ohio ANG. Overall commander and originator of the *Guard Strike* training concept was Major General Charles H. DuBois, chief of staff for Air of the Missouri ANG.

Each task force was comprised of a tactical control group and two communications groups, plus tactical fighter, tactical reconnaissance, aerospace defense, air refueling and airlift wings. Two complete tactical control systems were set up, with Air Force component command posts, tactical air control centers, control and reporting centers, and, located at such Army posts as Camp McCoy, Wisconsin; Camps Drum and O'Ryan, New York; Camp Ripley, Minnesota; Camp Grayling, Michigan; and Camp Atterbury, Indiana; were control and reporting posts, direct air support centers and forward air control posts.

While assisting the Army with close air support and reconnaissance missions, and logging their own annual training requirements, *Guard Strike* aircraft flew a total of 2,699 sorties and 4,569 tactical flying hours. Air Guard Aerospace Defense Command aircraft flew 415 sorties, while 1,316 ground controlled intercepts were recorded.

Airlift units logged 1,431.6 flying hours during 121 sorties while moving 6,346 passengers and 784 tons of cargo.

The Air Guard's KC-97L tankers transferred 698,000 pounds of fuel during 165 hook ups with the tactical aircraft.

facilities

The *Guard Strike* communications and electronics systems processed nearly 40,000 messages and 22,000 voice communications. Emergency mission support facilities also were set up to qualify Guardsmen in ground controlled approach and control tower operations. Air Traffic Control/Navigational Aids accounted for a total of 7,400 operations over the two-week period from July 20 through August 3.

Guard Strike III, the third and final phase of the training series is now in the planning stages. It will incorporate several recommendations for improving the capacity of the Guard tactical control system such as the addition of night operations, assault airlift maneuvers and the inclusion of combat support units.

"Cool Ride"

In Alaska, operation *Cool Ride* went off without a hitch. It was the first mass deployment by an Air National Guard air defense unit outside the continental U.S. The exercise was held from August 3-17, during which members of the 163rd Fighter Group, Ontario, California spent their 15 days of field training at Elmendorf AFB.

The purpose of the exercise was to test unit mobility and to develop operational readiness at a forward base as early as possible after arrival.

The 163rd pilots flew their F-102 *Delta Daggers* on 158 sorties accumulating 273 flying hours.

A total of 709 officers and airmen of the 163rd plus 101,422 pounds of cargo were airlifted by C-97s of ANG's 146th Military Airlift Wing, Van Nuys, California; 161st Military Airlift Group, Phoenix, Arizona; and, 151st Military Airlift Group, Salt Lake City, Utah. On the return trip they were assisted by two Tennessee ANG C-124s of the 118th Military Airlift Wing, Nashville.

Air Force Reservists played a vital role throughout the deployment to and from Alaska. An HC-97 aircrew from the 303rd Aerospace Rescue and Recovery Squadron, March AFB, California, was available to provide airborne rescue if required.



Maj. Gen. C. DuBois (c), discusses "Strike" with field commanders.





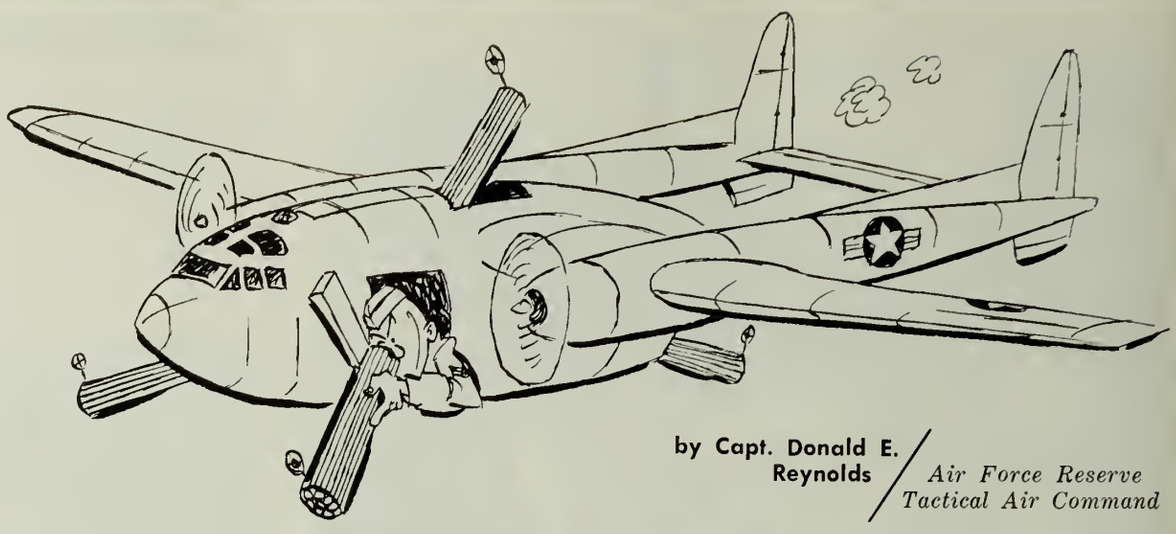
Exercise "chopper" flies over ANG Forward Air Control Post radar van.



Busy tactical control centers were focal point of "Strike" operations.



Communications linked together units over a 15-state area of U.S.



by Capt. Donald E. Reynolds / *Air Force Reserve Tactical Air Command*

Gunship Story

Why a C-119 outfit? Why only one squadron? What will we do?

These were some of the questions asked by the more than 300 aircrew, maintenance and support personnel of the 71st Tactical Airlift Squadron when they reported for active duty May 13, at Bakalar AFB, Indiana. The answers soon became evident. Their tactical airlift mission was scrubbed . . . along with their name. Now they are Tactical Air Command's 71st Special Operations Squadron, training for a new mission at Lockbourne AFB, Ohio.

The 71st is now flying in modified and black-camouflaged *Boxcars,* designated AC-119G gunships. Their training, much of it in the dark of night, is not air-dropping troops and cargo, but searching out and destroying "enemy forces" which may sometime soon be only yards away from hard pressed friendly forces. When the blackbird spots a target the crew can direct firepower with devastating accuracy.

It is an unexpected and bold mission for the C-119 according to men of the 71st. Except for selfsealing fuel cells, the *Boxcar* has never mounted defensive gear or weapons, let alone rapid firing Gatling guns.

At Lockbourne, their training started with the 4413th Combat Crew Training Squadron. The 4413th also trains active duty personnel to have sufficient aircrews capable of performing the C-119 gunship mission on a continuing basis. So when the 71st is combat ready, it will include the former Indiana Reservists and Regular Air Force men.

Because the C-119 has not been used in TAC's active forces for several years, the reassigned regulars required transition training in the modified bird. This phase is given by Air Force Reservists of the 302nd Tactical Airlift Wing at Clinton County AFB, Ohio.

AC-119s of the 71st are neither new nor old. With just a little more than 4,000 airframe hours on each, they have a lot of unused hours waiting to be flown.

On approaching the blackbirds sitting on the ramp, several external modifications are visible: the barrels of minigun pods (7.62 caliber), retractable airscoops for emergency smoke removal, and new personnel entryways.

The internal modifications include new radio and navigation gear and armor plating that can be seen throughout the aircraft. In addition, Polyurethane foam has been added to the fuel cells for fire and explosion protection.

The extreme accuracy of the AC-119G's deadly firepower depends on a coordinated effort, which works like this.

When the navigator has directed the pilot to the suspected target area, Mark-24 parachute flares are ejected from an automatic launcher. By the light of the flares, the pilot brings the gunsight pippers together by manipulating the attitude and direction of his aircraft. Then the pilot fires when he has superimposed the pippers in his sights.

Lieutenant Colonel James E. Pyle, 71st commander, comments that, "The C-119 gunship mission is a new challenge for the Air Force and particularly for recently activated Reservists." He added that many years of combat ready status has enabled his highly qualified aircrew and support personnel to quickly transition into the new mission.

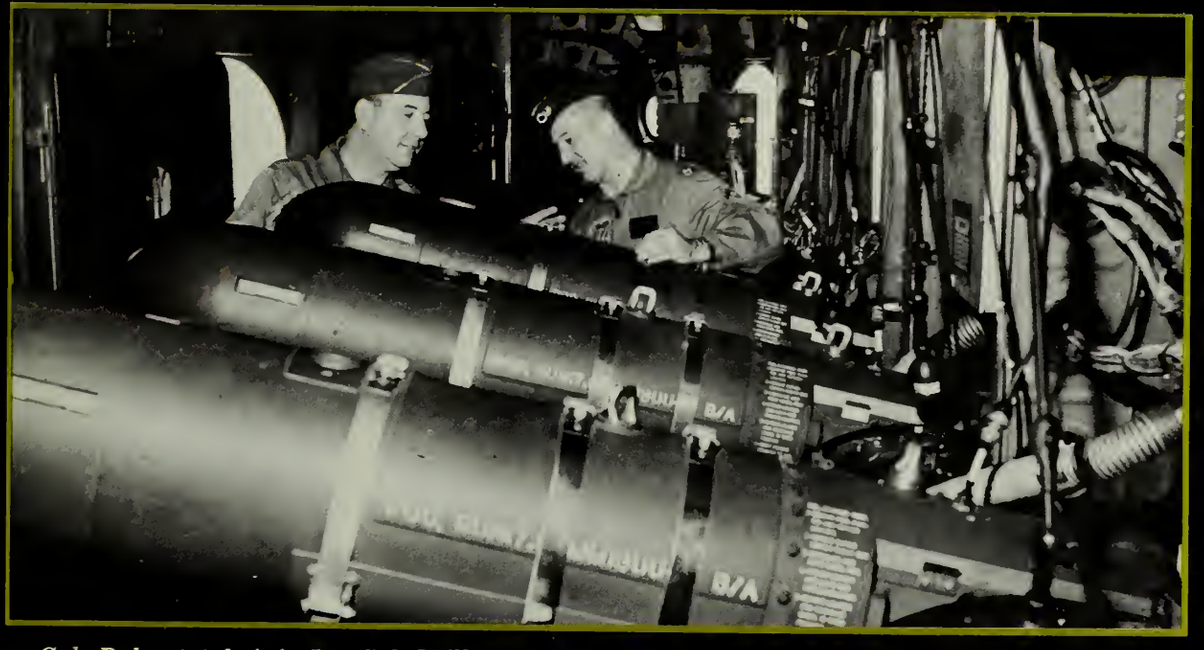
"The new program has called for some unexpected changes in our role as an active-duty force, but then, that's the name of the game in the military: Being ready for whatever is needed! And that's the Reservist's job, too. We're proud to be here."



Maintenance crews of 71st work day and night to keep AC-119Gs available for strenuous schedule.



Lt. Col. James E. Pyle, 71st comdr. gives start engines signal prior to a training flight at Lockbourne.



Col. Pyle, (r) briefs Lt. Col. William L. Horrell on the AC-119G Gunship's firepower.

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade positions available. For information, write direct to the unit using the address given.

KEY — UNIT

1. 469th Medical Service Flt., Craig AFB, Alabama 36701
2. 542nd Medical Service Flt., Maxwell AFB, Alabama 36112
3. 41st Medical Service Sq., Luke AFB, Arizona 85301
4. 486th Medical Service Flt., Williams AFB, Arizona 85225
5. 162nd Fighter Gp., P.O. Box 11037, Tucson, Arizona 85706
6. 514th Medical Service Flt., Beale AFB, California 95903
7. 456th Medical Service Flt., Edwards AFB, California 93523
8. 416th Medical Service Flt., Hamilton AFB, California 94934
9. 24th Medical Service Sq., March AFB, California 92508
10. 485th Medical Service Flt., Mather AFB, California 95655
11. 42nd Medical Service Sq., Norton AFB, California 92409
12. 25th Medical Service Sq., Travis AFB, California 94535
13. 459th Medical Service Flt., Dover AFB, Delaware 19901
14. 432nd Medical Service Flt., Tyndall AFB, Florida 32401
15. 470th Medical Service Flt., Robins AFB, Georgia 31903
16. 446th Medical Service Flt., Robins AFB
17. 30th Medical Service Sq., Chicago-O'Hare IAP, Illinois 60666
18. 426th Medical Service Flt., Scott AFB, Illinois 62225
19. 512th Medical Service Flt., Forbes AFB, Kansas 66620
20. 541st Medical Service Flt., Keesler AFB, Mississippi 39534
21. 28th Medical Service Sq., Offutt AFB, Nebraska 68113
22. 468th Medical Service Flt., Nellis AFB, Nevada 89110
23. 465th Medical Service Flt., Cannon AFB, New Mexico 88101
24. 454th Medical Service Flt., Kirtland AFB, New Mexico 87117
25. 431st Medical Service Flt., Niagara Falls IAP, New York 14306
26. 490th Medical Service Flt., Plattsburgh AFB, New York 12903
27. 109th Military Airlift Gp., Schenectady Co. AP, New York 12301
28. 429th Medical Service Flt., Stewart AFB, New York 12554
29. 504th Medical Service Flt., Grand Forks AFB, North Dakota 58201
30. 506th Medical Service Flt., Minot AFB, North Dakota 58701
31. 522nd Medical Service Flt., Lockbourne AFB, Ohio 43217
32. 448th Medical Service Flt., Wright-Patterson AFB, Ohio 45433
33. 81st Aerial Port Sq., Charleston AFB, South Carolina 29404
34. 462nd Medical Service Flt., Stewart AFB, Tennessee 37168
35. 410th Medical Service Flt., Carswell AFB, Texas 76127
36. 20th Medical Service Sq., Carswell AFB
37. 499th Medical Service Flt., Carswell AFB
38. 136th Tactical Hospital, Hensley Fld., Dallas, Texas 75211
39. 474th Medical Service Flt., Laredo AFB, Texas 78040
40. 475th Medical Service Flt., Laughlin AFB, Texas 78840
41. 480th Medical Service Flt., Webb AFB, Texas 79720
42. 60th Aeromed. Evac. Flt., Andrews AFB, Washington, D.C. 20331
43. 13th Military Airlift Support Sq., McChord AFB, Washington 98438
44. 509th Medical Service Flt., F. E. Warren AFB, Wyoming 82001

Officer

Civil Engineering: (Capt.) 9.
Dental: (Maj.) 6, 10, 29, 30, 40. (Capt.) 1.
Flight Nurses: (Capt.) 27.
Flight Surgeon: (Maj.) 27.
Medical: (Col.) 12, 18, 21. (Lt. Col.) 14, 22, 26, 39-41. (Maj.) 1-4, 6, 7, 9-11, 13, 15, 16, 19, 20, 23, 24, 28-31, 34, 35, 44. (Capt.) 38.
Nurse: (Maj.) 3, 10, 13, 18. (Capt.) 1, 2, 4, 6, 7-9, 12, 14-17, 19, 21, 23, 29, 30, 34, 36-40, 42, 44. (Lt.) 11, 20, 28, 35.
Operations: (Capt.) 43.
Pilot: (Capt.) 27.
Veterinary: (Maj.) 4, 13, 15, 20, 26, 28, 38-40.

Airman

Administrative: (Sgt.) 21.
Aerospace Control Systems Opns.: (TSgt.) 43.
A/C Access. Maint.: (SSgt.) 43.
Dental: (Sgt.) 1, 20, 21, 25.
Medical: (CMSgt.) 11. (SMSgt.) 30. (MSgt.) 3, 6, 8, 9, 12, 17, 19, 26, 31, 32, 35. (TSgt.) 1, 18, 23, 24, 28, 29, 37, 40. (SSgt.) 20. (Sgt.) 22.
Supply Services: (SSgt.) 3.
Transportation: (SSgt.) 33.

ANG Technician

(*A/C Electrical Tech. NGW-11*) 5. AFSC 423XO.
(*Auto Flt. Control Sys. Tech., NGW-11*) 5. 325XOA.
(*Missile Guidance Sys. Tech., NGW-12*) 5. 316X1L.
(*Munitions Disposal Tech., EOD, NGW-12*) 5. 464XO.
(*Security Police Tech., NGC-7*) 5.

Intelligence Positions

Interested in a *Category B* assignment with a unique organization? Meetings are grouped into six weekends per fiscal year. Positions open in these general locations: New York/Philadelphia/Washington, D. C.; California; Colorado; Washington / Oregon; and the Chicago/Detroit/Indianapolis area. Detachments programmed for Georgia and bordering states; Florida; Hawaii; Northern Texas; and Minnesota/Wisconsin. Specialties and highest grades are: 8054, *Intelligence*, foreign language desirable, (Capt.); 2895H, *Tech. Intelligence* (Capt.); 8086, *Air Targets Officer* (Capt.); 9326, *Medical Officer*—general (Capt.); 20450/20490, *Intelligence Operations* (SMSgt.); 20330/20390, *Language Tech.*, oriental languages most desired. (SSgt. - CMSgt.); 64550, *Inventory Management* (SSgt.); 70250/70270, *Admin.*, (TSgt.). Additional major 8016/8054 positions will be available in the near future. Submit AF Forms 1288 and 1051 to Hq 1127th USAF Field Activities Group (AFNIABC2), Fort Belvoir, Va. 22060.

Q&A

Is retirement pay computed on the total number of points accumulated even though some came from ECI courses and resulted in more than 60 nonactive duty points being earned in one year? ◇ ◇ ◇ Retirement pay is computed on the total number of active duty points earned plus all creditable inactive duty and gratuitous points accumulated. Not more than 60 inactive duty and gratuitous points may be credited during any retirement year. (AFR 45-15)

Where should I write for copies of my effectiveness reports? ◇ ◇ ◇ Air Force Reservists not on extended duty can write to the Air Reserve Personnel Center, Attn: RPCS-5, 3800 York St., Denver, Colorado 80205. A minimum charge of $1.50 entitles you to from one to six images. An additional $.25 fee will be charged for each image over six. Payment must be made by U.S. Postal Money Order or check payable to the Treasurer of the United States. Air National Guardsmen may contact: National Guard Bureau, Attn: NGAFPM, Washington, D.C. 20310.

What are the prerequisites for recall of line officers to extended active duty in career reserve status? ◇ ◇ ◇ The recall program is restricted to truly outstanding majors and below in needed specialities. A priority requirement exists for pilots. An applicant's adjusted age (true age minus total active Federal commissioned service) cannot exceed 30. The adjusted age limits for pilots are 40 for majors and captains and 34 for first lieutenants. Non-rated officers must possess a baccalaureate degree. The degree is waived for rated officers. Applicants cannot be in a deferred status, must be able to attain entitlement to active duty retirement prior to age 60, and cannot be in retired status. (AFR 45-26 and Letter announcing recall program.)

Is there an AFRes lapel button or emblem? ◇ ◇ ◇ No. There is an Air Force Lapel Button. It consists of the winged Air Force Star in gold and silver-colored metal. All members of the Air Force on active duty; members of the Reserve components, including members of the Air Force Reserve Officers' Training Corps; and personnel carried on Air Force retired lists are entitled to wear the lapel button. Air Force Reservists not on extended active duty may request a lapel button by writing Air Reserve Personnel Center, Attn: RPCS-5, at Denver, Colo.

NEWS *continued*

Airlifters win 'Spaatz Trophy'

Winners of the *Spaatz Trophy* for FY 1968 . . . the Air National Guard's 133rd Military Airlift Group, Minneapolis, Minnesota.

They earned the award for being the most operationally ready unit in the ANG. The unit also was designated the most operationally ready ANG unit in the Military Airlift Command. The award will be made in October at the 90th General Conference of the National Guard Association of the United States, Hot Springs, Arkansas. Other units to be cited for outstanding operational readiness are the 187th Tactical Reconnaissance Group, Montgomery, Alabama (TAC); the 142nd Fighter Group, Portland, Oregon (ADC); and the 187th Communications Flight, Montgomery, Alabama (C-E&W).

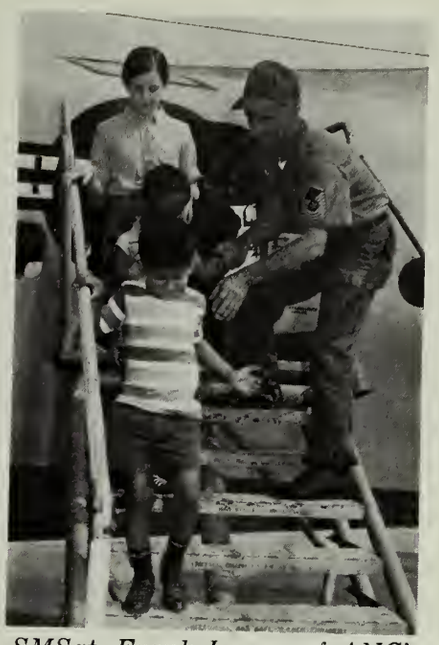
C-124 units earn accolade

"Their high state of readiness was evidenced by the way they began operations immediately upon activation."

This praise by General Howell M. Estes Jr., commander, Military Airlift Command, was for the officers and men of the five Air Force Reserve C-124 units called to active duty January 26.

The Military Airlift groups were: 918th, Dobbins AFB, Georgia; 904th, Stewart AFB, New York; 921st, Kelly AFB, Texas; 938th, Hamilton AFB, California; and 941st, McChord AFB, Washington.

General Estes noted that during July none of the C-124 aircraft had delays which were controllable by their home stations, an achievement which reflects the *can do* attitude of the units. He concluded by saying, ". . . they accepted the demand and performed in a most professional manner."



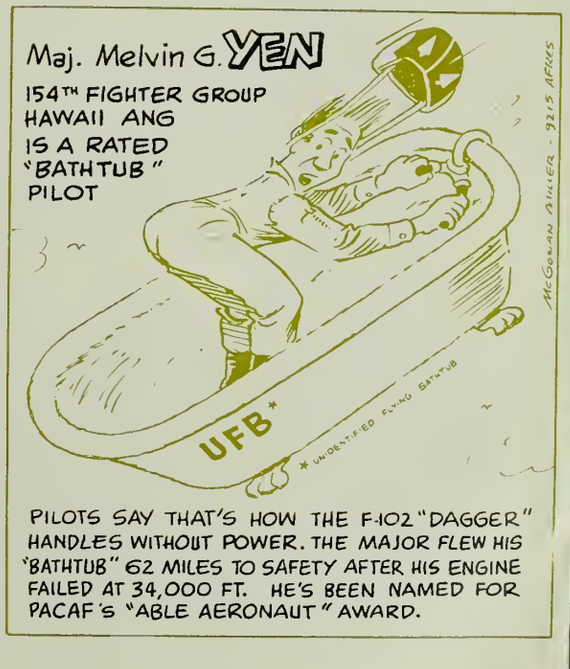
SMSgt. Frank Iacono of ANG's 143rd Special Operations Gp., assists children leaving HU-16 during a Project Head Start tour of unit at Providence, R.I.

PEOPLE

Can you top this? The Air National Guard's 190th Tactical Reconnaissance Group, Forbes AFB, Kansas, boasts of 10 father and son combinations and one father who has two stepsons as unit members. ◇ ◇ ◇ Senior Master Sergeant Henry D. Green is the *TOP Tiger* for the 916th Military Airlift Group, Carswell AFB, Texas. The *TOP* award stands for *Turn Out Perfection* and is presented for outstanding performance. Green earned the award while on a 15-day active duty tour by volunteering off-duty time to contribute to the parent 512th MAWg.'s community relations program.

The 126th Air Refueling Wing at O'Hare IAP, Chicago, may soon be renamed *Kovacs' wing*. The director of operations, Colonel Joseph J. Kovacs, recently enlisted his daughter Kathleen into the unit under the Air Guard's new "ladies may enlist" policy. Kathy became the first girl in Illinois to take advantage of the program. The colonel also has a son, Lawrence J., who is a member of the 126th. ◇ ◇ ◇ On September 1, Lieutenant Colonel Norman S. Burzynski became deputy chief, Reserve Forces Liaison in USAF's Office of Information. He is a former information officer for the 171st Aeromedical Airlift Wing, Pittsburgh, Pennsylvania. He occupies a new position on the Secretary of the Air Force staff and will assist Lieutenant Colonel Phil W. Garrison, branch chief, in information matters concerning the Air National Guard and Air Force Reserve. ◇ ◇ ◇ Chaplain (Col.) George M. Hickey recently received the nation's fifth highest decoration, the *Legion of Merit*. He earned it for his distinguished service and dynamic leadership while assigned to Civil Air Patrol headquarters at Maxwell AFB, Alabama.

Air Guardsmen of the 147th Fighter Group, Ellington AFB, Texas, received the Aerospace Defense Command's "*A*" award for maintaining a very high state of operational effectiveness and combat readiness throughout the year. Colonel Walter B. Staudt, commander, 147th, accepted the award from Lieutenant General Arthur C. Agan, ADC commander, on behalf of the unit. ◇ ◇ ◇ After more than a quarter of a century, the *Katzenjammer Kids* are flying from the same base again. Not the comic strip characters . . . the Kupersmith brothers, Louis W. Jr., and Bernard L. The *Kids* were given their nickname by the *Stars and Stripes* during World War II when they were members of the same unit flying P-47 combat missions over Europe. Today, both are stationed at Richards-Gebaur AFB, Missouri. Louis is a lieutenant colonel in the U.S. Air Force and Bernard is a lieutenant colonel in the Air Force Reserve (a squadron operations officer with the 442nd Military Airlift Wing).



reserve camera

- airman to officer
- a star retires
- speeding the mail
- a beauty crowned



1st Lt. L. D. Cole . . . newly commissioned under Texas ANG's airman-to-officer program and assigned to Air Guard Hq., Austin . . . has bars pinned on by Brig. Gen. J. M. Rose, Texas adjutant general for Air.



Mail service improved at Phelps-Collins ANG Base, when 8th Air Postal and Courier Flt. Reservists like A1C J. Conlon and Lt. Col. A. Parker augmented Mich. Air Guardsmen.



Prior to retiring, famed Hollywood actor and AFRes Col. Gene Raymond (c) earned Command Pilot wings flying 63rd MAWg. C-141s at Norton AFB. Maj. Gen. J. C. Sherrill, 22nd AF comdr., makes award. Brig. Gen. L. Griffin (r) is 63rd comdr.



"Miss Miami" . . . Vicki Principal . . . and it all began when she was named "Miss 915th MAGp." of Homestead AFB. Col. C. Root, comdr., makes her an "honorary airman." Her father is a CMSgt. at Homestead.

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SPACE AGE RESERVISTS

news



ANG's 144th Air Transport Sq., Kulis ANG Base, Alaska, earned its second 'Outstanding Unit Award.' (l-r) Gov. Walter J. Hickel, Maj. Gen. C. Necrason, A.G., and SSgt. A. Christensen.

Top enlisted post created for AFRES

The position of *Chief Master Sergeant of Headquarters Air Force Reserve* has been established at Robins AFB, Georgia.

In creating the position, Major General Rollin B. Moore Jr., AFRES commander, stressed that he is seeking a personal advisor on all matters pertaining to enlisted Reservists. He added, "I feel that this addition to my staff is an excellent way to allow Reserve airmen to have their voices heard. The right NCO in this position representing all enlisted Reserve airmen assigned to my command will make us more responsive to problems affecting our airmen."

The airman selected for the honor will serve a four year controlled tour of active duty at Robins AFB and will revert to inactive status at the end of the tour.

Only master sergeant and above will be eligible. The individual's specialty code is not a factor, however, he must have at least 12 years and not more than 16 and one half years of military service.

Desirable qualities include an ability to speak in public, poise, neat appearance and high standards of integrity. He must be a high school graduate or the equivalent, with college desirable.

the air reservist
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Civil Air Patrol

General John P. McConnell
Chief of Staff, United States Air Force

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Senate minority leader records for Guard

Senator Everett M. Dirksen, Senate minority leader, has gone on "record" for the National Guard.

The senator from Illinois recently recorded four 30-second and four one-minute radio spot announcements as part of the Guard's advertising program. The announcements highlight Guard roles in Southeast Asia, civic action and community help projects. They went to more than 5,000 stations.

New rulings benefit Reserve Forces

Anti-discrimination . . . leave . . . and clarification of dependent privileges. These are some recent rulings of interest to members of the Air Reserve Forces:

Public Law 90-491 spells out equality for employees with Reserve obligations. Briefly, it provides that they "shall not be denied retention in employment or other incident or advantage of employment because of any (Reserve) obligation." Also, it amends the *Military Service Act of 1967* to assure reemployment rights for Reservists when their active duty is extended beyond four years. *Public Law 90-588* permits a limited absence of up to 22 days annual leave for Federally-employed members of Reserve Forces ordered to perform military service as part of their civic duty.

In still other action, the Department of Defense reaffirmed that Reservists on active duty for less than 30 days and their dependents are authorized commissary and exchange privileges. The phrase "active duty for training" applies to a period of training in excess of 72 hours. Authority for this action is contained in the Armed Services Exchange and Commissary Store Regulations.

Early release for recallees

The Air Force plans to return all mobilized Air National Guardsmen and Air Force Reservists to inactive duty by June 30, 1969.

Scheduled for early release by December 31, are some 900 officers and men of the Air Guard's 171st Aeromedical Airlift Group, Pittsburgh, Pennsylvania and those of three Air Force Reserve Aerial Port Squadrons: the 82nd, Travis AFB, California; 86th, McChord AFB, Washington; and 88th, McGuire AFB, New Jersey. The remaining activated units will be released by the end of June 1969.

In addition to the scheduled demobilization of units, some 1,500 individual Air Guardsmen and Reservists will be released in accordance with the following criteria:

- Personnel who complete a normal permanent change of station tour overseas will be released upon return to the United States.
- Those in the U.S., who have previously served on active duty and who are not now assigned to any element of the parent unit with which they were brought to active duty, will be eligible for release as they complete a total of 42 months of active duty, considering this and previous tours.
- Personnel who do not meet the above criteria will be retained until the unit with which they were brought to active duty is demobilized. At that time they will be eligible for release with the unit, regardless of their length of active service or where they are assigned.

Individuals may elect to remain on active duty for 24 months.

See NEWS, page 13

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCS-54), 3800 York St., Denver, Colorado 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO. Include name, grade, service and Social Security numbers with all correspondence.

Do not send changes to The Air Reservist.

Address magazine correspondence, including material for publication, to: Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, D.C. 20332.

WHAT THEY SAY



Maj. Hood



Lt. Col Hutton



Capt. Bliss

['They' are members of the Air Reserve Forces who submitted opinions on timely subjects. The following extracts are from 'What they say.']

Great Opportunity . . .

Lieutenant Colonel Lloyd A. Hutton is a recent graduate of the Air Command and Staff College. He tells why this educational offer is a "Great Opportunity" for officers of the Air National Guard and Air Force Reserve:

On a grass-covered, tree-shaded campus deep in the heart of Dixie, 26 officers of the Air National Guard and 10 from the Air Force Reserve are taking advantage of this year's *Great Opportunity*. For nearly 10 months they will be students at Air University's Air Command and Staff College (ACSC), Maxwell AFB, Alabama.

ACSC was established to improve the professional ability of selected officers for command and staff assignments and to contribute to the development of sound Air Force command staff doctrine and practices. To the majors and senior captains who attend, this simply means plenty of study and hard work preparing for future challenging command or staff positions. It also means a chance to put ideas and techniques before those who care and who can take action.



During the course, the students increase their understanding of the international environment, the institutions, and the instruments of national policy which have an effect on national security. They improve their managerial skills and cultivate attitudes and habits which will serve them well in future assignments. Students expand their knowledge of military forces and improve their ability to employ these forces. They develop a stimulated, imaginative attitude toward their own future and that of the Air Force.

The Air National Guard and the Air Force Reserve are benefiting from young officers attending the college. One of the major problems facing most units today is that of training future leaders. At present, World War II and Korea trained commanders occupy most of the key positions. Within a very few years this leadership will be gone. In the Air National Guard, for instance, over 1,000 of the 2,702 majors who were on board in 1967 will be retired by 1972. During the same time all but 43 of the colonels will have come due for retirement. The picture is much the same for lieutenant colonels. This senior leadership must be replaced, and ACSC affords the opportunity for units to prepare such leaders.

The Air Force also benefits from officers of the Air National Guard and Air Force Reserve attending the college. In the informal atmosphere of the seminar, active duty students become acquainted with Guard and Reserve officers, and learn from each other. Such close association and appreciation of the other fellow's job helps reinforce the *Total Force* concept as stated in Title 10 of the U.S. Code: "The Air Force consists of the Regular Air Force, the Air National Guard . . . and the Air Force Reserve."

ACSC objectives

The College strives to create an atmosphere which challenges the student to achieve his maximum intellectual growth. Instructional methods aim at developing initiative and the ability to assume responsibility, to make effective decisions, and to seek knowledge. Emphasis is placed on developing logical and original reasoning ability, respect for truth, and objectivity of judgment.

The school uses a variety of educational techniques and provides all the necessary modern facilities, including the latest in reading laboratories for those who want to improve their reading speeds and comprehension. Guest lecturers are frequently used, exposing the students to the latest thinking in controversial areas. Highly qualified and interesting speakers, including ambassadors, generals, and fellow officers fresh from Vietnam or the Pentagon, bring the world to the classroom. Speakers also answer the most penetrating and frank questions.

See NEXT page

Also available is a modern library with an especially fine document section for research. The Air University Library is one of the finest in the country. Also at Maxwell AFB are the Air Force Archives, containing thousands of documents, letters, messages, and histories which are available to the students.

Opportunity awaits those who can arrange their lives to include the 10-month tour at Maxwell. For units, it represents a good start toward training their future leaders. And for both, now is the time to consider the *GREAT OPPORTUNITY*, the Air Command and Staff College, Class of 1970.

Grass Not Greener . . .



Lieutenant Colonel David Omelich is an M-day augmentee with the Directorate of Administrative Services, Fourth Air Force, Hamilton AFB, California. Colonel Omelich writes thus of the differences, real and fancied, between military and civilian life:

Considering stints of active duty in World War II and Korea and the return to civilian life after each, my experience is pretty well balanced. The grass is not greener outside that main gate.

I suppose the lures in civilian life are money, getting away from discipline, being your own boss, and living where you want to rather than where you are sent.

These may be the lures, but they can be mostly mirages. For the average person, the military offers many advantages.

Take pay for example. As an insurance man I am familiar with the average pay of many professions. The want ads in the newspapers are always full of calls for people with a particular skill at a high wage.

But, unless you have the exact skill they want, with the degree and years of experience they want, you are not going to get that high wage. They may hire you with the skills you have, but it will be for a lesser amount.

Take an automobile mechanic on his first hitch. He may read those ads and decide to get out and go to work for, say, $4 or $5 an hour. Unless he is very skilled and can prove it, he is not going to get that kind of money. Any business wants trained, experienced people, but the average young guy finishing his first enlistment just doesn't have the years of experience for which industry will pay a premium.

Another area to consider is progression. You may get out and go to work for $450 a month, but unless you have an in-demand technical skill, you may spend 20 years at $450 a month. In service you receive automatic pay raises and can look forward to promotions.

other myths

That brings up another area, discipline. You may not have the saluting or the rank visible in a civilian job but the discipline is there. You do what your boss says, when he says, or you may be looking for another job.

Being your own boss is another myth. Even if you own a business you are not your own boss. The customer is really the boss and you react to him or you will be out of business soon.

One of the biggest gripes people getting out of the military have about service is the lack of stability. You are forever moving. I think civilians have as little stability as the military. Unless you want to spend 20 to 40 years doing the same work for the same pay, you will probably have to move.

The fringe benefits of military life are not obvious to the young guy thinking about getting out. Benefits such as free medical and dental care, commissaries, base exchanges and clubs are important. The older you get, the more you realize it. Where else can you have a baby for less than $10?

Finally, some young men get out because their wives urge them to. My wife has experienced both the good and the bad of military and civilian life and I'm sure that a recall wouldn't bother her a bit. In fact, if I told her I was going back on active duty, I'm sure I would get a very broad grin.

Inevitable Recall . . .



While attending USAF's Air Command and Staff College, Major Stanley V. Hood prepared a paper on this year's state and Federal mobilizations. Here are his comments on the need for mental preparation for recall:

Members of the Air National Guard and Air Force Reserve must be mentally prepared for mobilization as well as physically and professionally prepared.

The United States recently experienced such things as sit-ins, lie-ins, lock-ins, lockouts, walkouts, looting, arson, assassinations, and draft dodging. Many seemed to indicate the early stages of insurrection. Consequently, the National Guard was called to active duty by state governors to assist the undermanned police forces. After the emergencies in 1967 the Guardsmen received very little praise for the tough jobs they performed. Instead, there were derogatory remarks from some provocative elements of the literary world.

In addition to stateside duties, the Reserve components received two Presidential *recalls* this year. It is a time for service for which they have been trained.

An article in the October 27, 1967, issue of *Life* described Guardsmen as "comics" with unpolished boots, unbuttoned shirts, and uncombed hair. Nevertheless, none of the photographs used by *Life* supported this view. Instead, they revealed only well dressed, completely and uniformly equipped young Americans with shirts buttoned and boots shined!

The Reserve Forces receive enough criticism even when they put forth their best effort. But when a few disgruntled Reservists thoughtlessly "sound off" on national television, the damage done to the image of their unit and to other Reserve Forces is grossly

unfair. Participation in the Reserve Forces by these men was entirely voluntary and, therefore, should never have resulted in an act detrimental to the interest of the country.

Many options are available for fulfillment of the military obligation. Hence, young men can choose the short active duty tour and lengthy Reserve training or could just as well choose the longer active duty tour and complete their military obligation totally. The Reservist who serves actively in a unit after his military obligation is completed does so voluntarily. The vast majority in this category continue to serve due to love of country. The men in this group fully realize their obligation when the call comes.

Even though their service is voluntary, every Reservist is paid for every day of duty performed.

The Reserve Forces have no place for the man who complains when called to active duty. The call to duty will seldom come at an opportune time, but the fact remains that the primary reason for the Reserve Forces very existence is to be mentally ready as well as physically ready.

timing important

The average citizen who reads the daily newspapers can guess "about" when the Reserve Forces are needed. However, the actual timing of a call up is indeed another matter. In addition to the need for a Reserve call up, the Government will usually attempt to strengthen its foreign policy position by the actual timing of the call up. The Reserve call to active duty is commonly accepted in most countries as an escalation step in times of significant crises or confrontations.

In summary, the few disgruntled Reservists who were recently interviewed on national television appeared to this writer to be either misinformed, uninformed, or just simply inadequately informed.

The Reserve Forces, as an integral part of this country's Armed Forces, will continue to proudly serve and forever be ready to serve. The heritage of this nation's militia leaves no room for the disgruntled, but it does afford ample opportunity for unlimited service by the patriotic citizen airman.

Minutemen's Minute . . .

Captain Arthur G. Bliss was recalled to active duty with the 349th Military Airlift Wing, Hamilton AFB, California. Here is his reaction to the recall and comments about his unit and its mission:

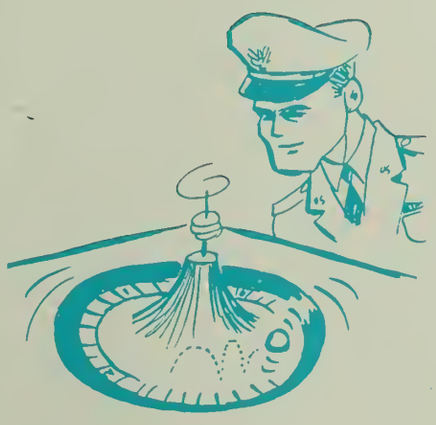
A Reservist is a sort of a gambler. He stakes his comfortable middle-class security against the possibility that his country might require more of him than one weekend a month. If he wins he gets extra cash each month and free medical attention and retirement pay after he's 60. If he is mobilized he has to give up that civilian life temporarily.

But, you know, it's a funny thing about gamblers; pretty soon they forget about the odds and play just for the sake of the game. That's what happened to me as a member of the 349th Military Airlift Wing.

We used to fly C-119 *Flying Boxcars* in our wing, and whenever a civil disaster or problem arose it seemed they could find a job for our aircraft. In Montana, when the cattle were stranded in winter snows, it was our men who dropped the lifesaving hay. When northern California was ravaged by floods our aircraft were rushed to the relief of the victims.

With the conversion to C-124 *Globemasters* our aircrews hurried to become qualified in the new aircraft. Soon they were taking short active duty tours to ferry cargo to Southeast Asia, and before long we received a *Combat Ready* rating. Perhaps to the "turned on generation" it sounds corny, but I was proud of what we had accomplished.

Then we were recalled. Thursday morning, January 25th, one of my work associates asked me if I'd heard the newscast about a Reserve callup. Friday morning, January 26th, I was in the Air Force. The recall created different problems for everyone. Employers had to arrange for temporary replacements. The Reservists had to revise their personal affairs and some faced financial problems. As a captain, my pay is very close to my civilian income, but some airmen had to take pay cuts.



Being gamblers, most of us accepted our fate with resignation. Some men were released for hardship reasons. Others stuck it out in spite of problems.

The high intelligence of our young airmen stood them in good stead when they were called to active duty. It didn't take long for them to learn their jobs and become a benefit to the Air Force. I'm Supplies Management Officer, and my men have been integrated with our host Base Supply. My base counterpart has nothing but praise for the performance of our men.

Of course, supply doesn't sound very exciting, but it is important. Our aircraft are flying roughly three times as many hours as they flew before activation. This means that spare parts are being used up about three times as fast as before. Well, it's Supply's job to get those parts so our planes keep going to Southeast Asia. Funny, I get a little kick when I call up a maintenance shop to say, "Sarge, your props are in. They'll be down this morning."

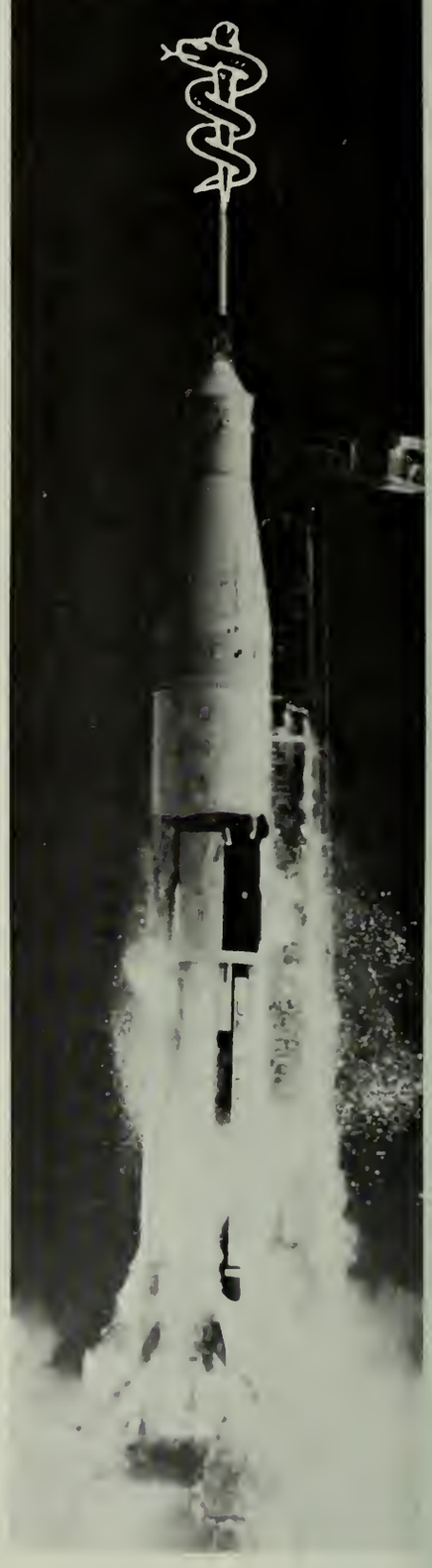
sacrifice for freedom

And that brings us to the recalled Reservists' attitude. Some are critical, but we don't have any monopoly on criticism. Regulars get involved in some pretty heated debates, too, just like all other Americans. That's part of our freedom, the right to dissent. But whether we're Regulars or Reserves, whether we agree with every maneuver or not, we all realize that the preservation of freedom imposes certain obligations and sacrifices. That's why those recalled Reservists are serving alongside their Regular counterparts. They'll take on any job you give them, and do it well. When the chips are down you won't have to remind them that they're Americans.



Our Cover *(minus artist's embellishments): Astronaut Donn Eisele discusses 'Apollo 7' flight prior to launch with Dr. (Maj.) Harter, chief of launch-site medical operations and comdr. of the 453rd.*

SPACE AGE RESERVISTS



by A1C Stephen Milner / *453rd Medical Service Flight*

THE EYES of the world focused on Cape Kennedy October 11, as *Apollo 7* was rocketed into earth orbit. Aboard the craft were astronauts Walter M. Shirra Jr., Walter Cunningham, and Donn F. Eisele. Playing vital roles in the succesfull launch were Air Force Reservists of the 453rd Medical Service Flight, Patrick AFB, Florida.

Most members of this Florida-based unit work for the Government or private industry at Cape Kennedy and the John F. Kennedy Space Center. They hold jobs affording them front row seats for witnessing this nation's space program progress from science fiction to science fact.

As civilians they perform vital behind-the-scenes tasks ranging from monitoring a space traveller's heart beat to preparing his rocket and spacecraft for flight.

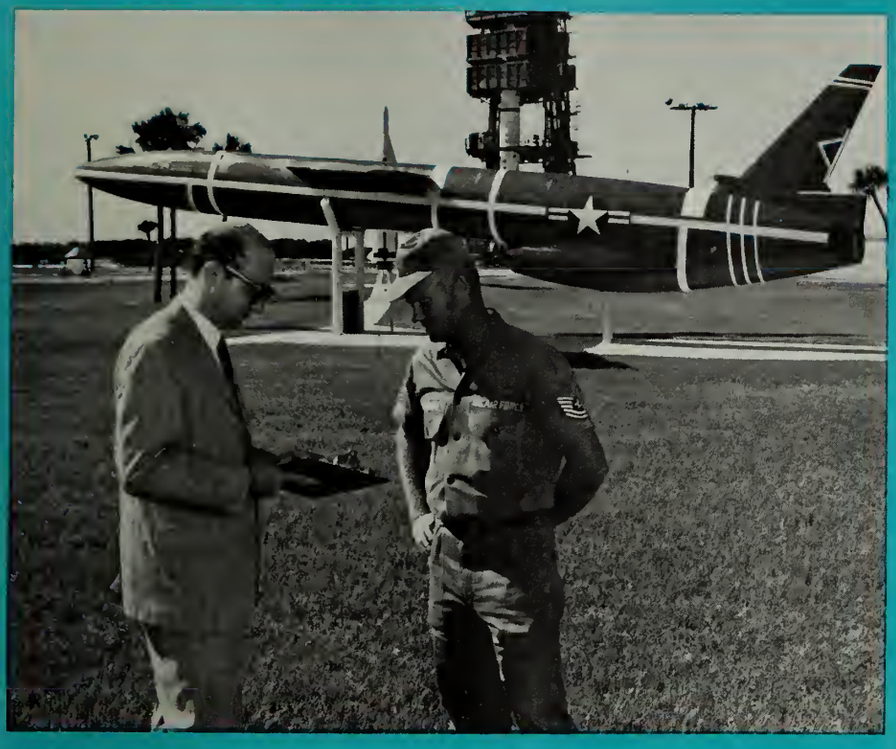
As Air Force Reservists, their primary mission is to complement active duty Air Force personnel at the 6550th USAF Hospital, Patrick AFB, a few miles south of the Cape.

Their main attention has been focused on the National Aeronautics and Space Administration's first three-man space mission—*Apollo 7*. This landmark flight is a prelude to future manned lunar voyages.

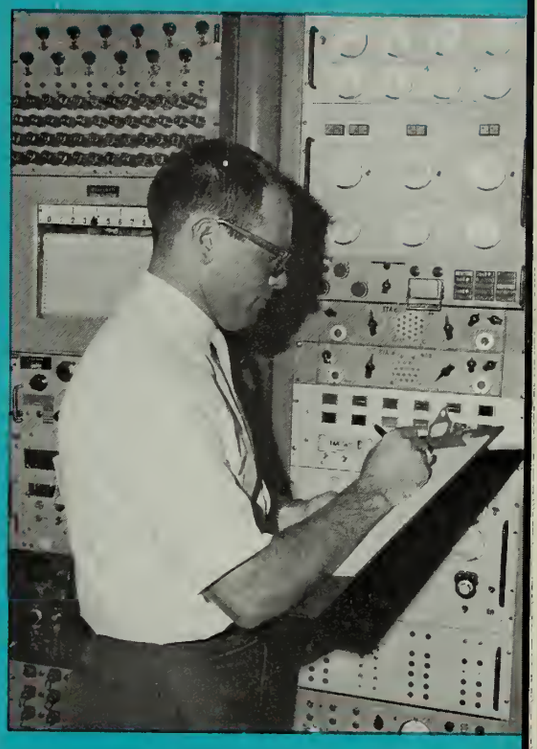
Even though *Apollo 7* is NASA's main responsibility, the Air Force was well represented, both aboard the spacecraft and in less lofty positions on the ground.

Astronaut Eisele is an Air Force major on loan to NASA. Thousands of Air Force personnel and their civilian contractors stationed on Caribbean tracking islands monitored *Apollo 7's* flight along the 10,000-mile-long Air Force Eastern Test Range.

And there were the 453rd Medical Service Flight personnel. Working in civilian capacities, they performed important pre- and post-launch activities. The 453rd is commanded by Major



Space Museum: *TSgt. Howard Brown (r), maintenance supervisor at Cape Kennedy, is interviewed by A1C Milner (author of article) near 'Snark' missile, and gantry used in launch of first U.S. satellite.*



In front row: *Mr. Dean Bowen (453rd SSgt.) monitors preflight gear in 'Apollo' blockhouse.*

Alan Harter. As a civilian he serves as the astronauts' physician and chief of launch site medical operations at the Space Center. Dr. Harter heads a team of doctors and technicians who operate ultramodern examination and laboratory facilities to keep close medical tabs on the astronauts before and after missions.

On *Apollo 7* launch day, 453rd members were located in many areas of the Space Center and the Cape. Some operated flight consoles within the blockhouse; others were strategically positioned to catch a glimpse of the *Apollo* spacecraft and its *Saturn* booster climb into the sky.

Airman First Class Mario Yanez, an engineer, examined launch pad damage caused by the fiery 1½-million - pound - thrust liftoff. Airman First Class Gary Pfuehler, a design engineer, had to suggest possible modifications for refurbishing the scorched pad.

Sergeant Charles Brown III, anxiously followed the flight to find out how well the spacecraft guidance system performed.

Every veteran "birdwatcher" at the Cape prides himself for having the best launch viewing site, but few could top Technical Sergeant LeRoy Hood's crow's nest perch high atop an adjacent *Saturn* launch complex. As a pad mechanic, Sergeant Hood was one of the first persons—excluding the astronauts, of course, to hear and feel the rocket's familiar liftoff roar and earthquake-like rumble as it left it's pad.

Staff Sergeant Willard Walker and Sergeant Harold Haas, civilian supply specialists at Patrick, watched the launch from the beach in front of their work area. Patrick provides vital support services and materiel to Cape Kennedy, the first station of the vast Air Force Eastern Test Range.

At the press site, about 15,000 feet across an open field from the launch pad, Airman First Class Stephen Milner helped NASA public information officers disseminate launch information.

As the 22-story-tall *Saturn* rocket disappeared over the horizon, Staff Sergeant Raymond Adams and Airman William Taylor, Patrick print shop employees, began assembling voluminous test procedures for the next flight.

Other 453rd personnel engaged in the space program include Staff Sergeant Dean Bowen, a configuration analyst for spacecraft systems, and Airman First Class Thomas Bauer, a contract management specialist. Sergeant Bowen's work brings him into contact with the Space Center's two altitude chambers which simulate an environment of 250,-000 feet. They provide realistic space conditions for testing *Apollo* spacecraft.

The 453rd's executive officer, Major Edward Garris Jr., is a civilian chemist. He serves as the unit's protocol officer for VIP Cape tours.

Some members do not participate directly in space launches and related support services, but they, nonetheless, perform everyday essential functions associated with any community. Even sophisticated space pioneers have to start somewhere, and about as good a place as any is the maternity ward. Captain William Strain, 453rd chief nurse, estimates that in his position as chief nurse anesthetist at a local hospital, he has aided in the delivery of more than 3,000 spaceage babies.

The 453rd Medical Service Flight is a truly spaceage unit manned by citizen-airmen devoted to America's space program and its Air Force Reserve.

Caribbean Experiment...

by Lt. Col. Ralph P. Eberle
project coordinator



A WORLDWIDE program for the benefit of all mankind. Forecast weather with near 100 per cent accuracy . . . possibly even control it.

If such spectacular goals are achieved, Air National Guardsmen will have played a significant role. The story:

Weather can be a deadly enemy. It is estimated that losses to weather hazards in the United States amount to 1,200 lives and 11 billion dollars each year. Hailstorms alone do 225 million dollars worth of damage to U.S. crops. What to do about it . . .

If weather statistics, X plus Y plus Z, added up to a hurricane in 1968, isn't it logical to assume that X, Y, and Z will mean a hurricane in 1998 or the year 2498?

Meteorologists think they will and label the primary requirement for improved forecasts, a global system for the collection and evaluation of weather data. They will feed these myriad facts into a yet-to-be-invented super computer which they anticipate will accurately predict the weather three weeks off.

Phase one of a mammoth program to set up such a global collection system began last year. It was called the *Line Islands Experiment* after a chain of equatorial atolls about 1,500 miles south of Hawaii. During these experiments, Air National Guard airlift crews assisted with the logistical support and resupply of the participating scientists.

This year's phase was 10 times larger in cost than the *Line Islands* tests. Called *BOMEX* for Barbados Oceanographic and Meteorological Experiment, it took place from June to September on the island of Barbados in the British West Indies.

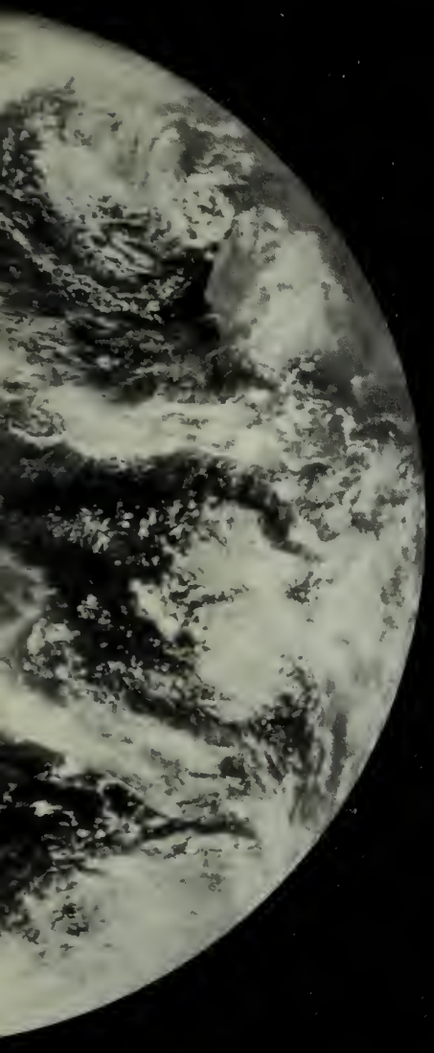
Airlifting the scientists and their 65,000 pounds of supplies and equipment, keeping them resupplied, and flying data-collection missions were accomplished by members of the Air Guard. Aircrews of the 118th Military Airlift Wing, Nashville, Tennessee; the 147th Fighter Group, Houston; and, the 136th Air Refueling Wing, Dallas, both of Texas, participated in the project.

The Air Guardsmen used their C-124 *Globemasters* to carry instrument shelters, generators, vehicles, and a variety of other scientific and support equipment. The site of the experiments is about 1,600 miles southeast of Miami, Florida. The ANG's 118th also airlifted the scientists and their equipment out of Barbados when the project came to an end in September.

In addition, eight Air Guard meteorologists, of ANG weather flights, assisted the civilian scientists during July and August. They were: Lieutenant Colonel Kenneth O. Githens, 123rd, Portland, Oregon; Lieutenant Colonel Dean R. Lenon, 113th, Terre Haute, Indiana; Major Phillip J. Blank, 126th, Milwaukee, Wisconsin; Major Duane M. Benton, 164th, Mansfield, Ohio; Major Allen L. Olson, 208th, St. Paul, Minnesota; Major Richard J. Rommer, 204th, McGuire AFB, New Jersey; Captain James Caubrell, 105th, Nashville, Tennessee; and 2nd Lieutenant Nathaniel B. Guttman, 156th, Charlotte, North Carolina.

They were chosen because of their educational backgrounds and their meteorological experience. Nearly all are engaged as meteorologists with the U.S. Weather Bureau, with private research or as members of the teaching profession.

At Barbados, Puerto Rico, and



surrounding areas they helped collect mounds of information relayed from weather ships, ANG aircraft, balloons and oceanographic weather buoys. From 22,300 miles out in space, a weather satellite (ATS-3), sent color photographs of the earth every half hour showing the extent of cloud coverage. The satellite is in a stationary orbit centered approximately over the mouth of the Amazon River.

Some of the ANG scientists also spent from 9 to 14 hours in the air each day. They flew as observers on aircraft of the Air Force's 53rd Weather Reconnaissance Squadron, Ramey AFB, Puerto Rico, and the Navy's Airborne Early Warning Squadron 4, also in Puerto Rico.

The *BOMEX* experiment will be continued next year and will include international cooperation. However, both the *Line Islands* and *BOMEX* projects are but stepping-stones to the biggest and most comprehensive field experiment scheduled to begin in 1972.

Called *GARP* for *Global Atmospheric Research Program,* it will cover an area of about 2 million square miles of the Pacific Ocean. By readings from balloons, buoys, ships, aircraft, ground stations and satellites, the meteorologists will try to identify the factors required for accurate forecasts.

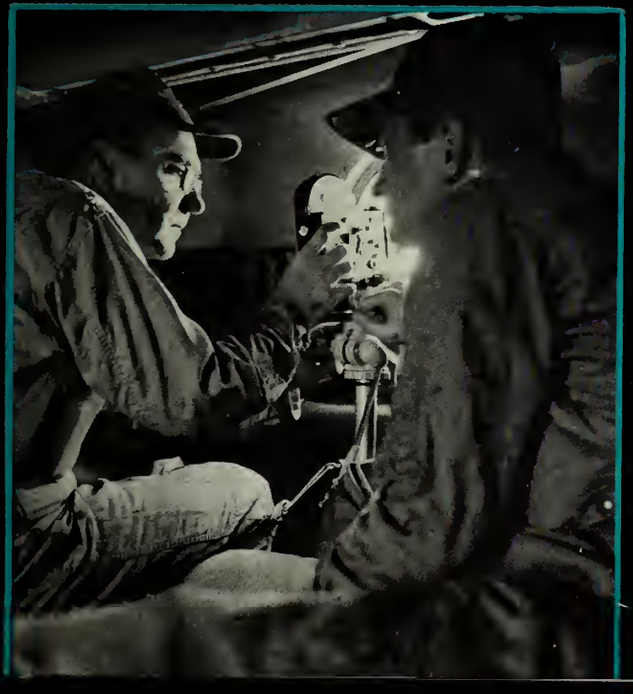
Based on these field experiments, a full global observation experiment is planned for about 1976. During this phase, simultaneous observations from around the world will be fed into computers. When the electronic memory cores contain sufficient data, the computer-forecasters will be tested by asking them to respond to the X, Y, and Zs of weather that occurred months or years before.

If the computer reads out "hurricane," and there actually was a hurricane during the test period, the scientists will be ready for the next challenge: changing one of the variables and turning that hurricane into a soft rain.

The significance of the support provided by the Air National Guard aircrews and meteorologists was stressed by Dr. Edward J. Zipster of the National Center for Atmospheric Research: "Without the assistance of the Air National Guard, the Barbados experiments would not have been possible. The distance involved and the handling of delicate instruments and outsize equipment such as trailers and trucks would have cost the NCAR thousands of dollars which budget limitations prohibited."

If the success of the global program for forecasting and controlling the weather depends upon the support of the Air National Guard . . . Goodbye hurricanes.

Maj. R. J. Rommer (1) and Lt. Col. D. R. Lenon, ANG meteorologists, use a time-lapse camera to record cloud formations at Barbados test site.



Scientist, Dr. M. Garstang, greets Lt. Col. William McGrath (c) and Capt. G. Wilman, 118th MAWg., following airlift of equipment to Barbados.



FLIGHT TO MILDENHALL



Capt. Robert Holden, pilot with 918th MAGp., Dobbins AFB, Ga., sets C-124 throttles for airlift of first contingent to Mildenhall.



Capt. Charles Bucklin, a pilot with the 911st MAGp., McChord AFB, Wash., alerts crew to a change in schedule.



TSgt. Ernest Lopez, 938th MAGp., Hamilton AFB, Calif., helps A1C Christopher Parker make C-124 repairs.



TSgt. Ray Doig of 901th MAGp., Stewart AFB, N.Y., discusses an aircraft maintenance problem with supervisor, CMSgt. Marvin Oliver.



Among the 921st MAGp's. 80 men making the flight to Mildenhall from Kelly AFB, Texas, is SMSgt. Carlton Koenning. His son, Carl, helps.

FLEXIBILITY DETERMINATION CAPABILITY

'That's what it's all about.'

"An example of what the Reserve Forces can do best. A demonstration of flexibility, determination and capability."

This is how Brigadier General George H. Wilson, commander, 445th Military Airlift Wing, Dobbins AFB, Georgia, describes the activities of some 400 recalled Reservists from five different parts of the country. The men pooled their skills and their aircraft to form the 1648th Provisional Squadron in England which immediately was capable of replacing an Air Force unit.

what they did

It all began in early April. The Military Airlift Command (MAC) was faced with the prospect of having to replace *Alpha* Squadron (C-130 turboprop transports) of the 513th Tactical Airlift Wing at RAF Mildenhall, England.

A possible solution was to pool men and aircraft from the mobilized Air Force Reserve units and create a whole new squadron to serve as a replacement. None of the Reserve units had C-130s; however, with careful planning their C-124s could accomplish much of the mission the active duty squadron had been flying.

MAC's 21st Air Force at McGuire AFB, New Jersey, took on the job of organizing the new unit which it designated the 1648th Provisional Squadron. The personnel, aircraft and equipment were drawn from units within the two military airlift wings which had been called to active duty last January: the 349th at Hamilton AFB, California, and the 445th at Dobbins AFB, Georgia.

The details of the complex and unprecedented project were completed under the title Operations Plan 410-68.

On July 5th, the lead aircraft in the 16-plane Mildenhall squadron left Georgia for its new assignment. About 80 officers and airmen of the 918th Military Airlift Group, Dobbins AFB, were aboard. During the next two weeks, they were followed by approximately the same number of personnel from each of the other recalled military airlift groups: the 904th, Stewart AFB, New York; 921st, Kelly AFB, Texas; 938th, Hamilton AFB, California; and the 941st at McChord AFB, Washington.

The lead plane made scheduled stops at Dover AFB, Delaware, and at Lajes AB in the Azores. After 25 hours of *down-time* (for crew rest and refueling) at Lajes, the crew and passengers made the final leg of the flight.

The OPLAN called for the first plane to arrive at Mildenhall at 8 a.m. on July 8. They arrived as scheduled. At the flight line to greet the plane were the commander of the 513th Tactical Airlift Wing (Colonel William W. Kingery) and members of his staff. Also present was Lieutenant Colonel Griffin R. Beatty, former commander of the 918th. He served as the first commander of the Provisional squadron and had arrived earlier to help prepare for the arrival of the first contingent. Colonel Beatty was succeeded September 1 by Lieutenant Colonel Cecil T. Jenkins of the 921st Group.

flying the strip

Almost immediately after landing, the ground crews aboard the plane went to work. The C-124 required maintenance checks because 36 hours later it was scheduled for a corridor familiarization run into West Berlin.

Before dawn, the crew briefings for the corridor mission began. The flight sounded deceptively easy. Fly the central corridor (there are three air corridors leading to Tempelhof Airport in Berlin) from West Germany, over East Germany and into Berlin.

It is simply a matter of flying some 110 miles along an imaginary centerline through the 20-mile wide strip. But, stray 10 or more miles on either side of that line and you're in trouble . . . over unauthorized territory and subject to being forced down . . . perhaps be the cause of an international incident. The navigator is the key man in such critical missions.

In slightly more than 45 minutes after crossing into Germany they were on their final approach to Berlin. Following the landing at Tempelhof, they didn't even shut down the *Globemaster's* engines before taking off for the one-hour run to Rhine Main AB.

As the plane was being refueled, the men had lunch then boarded the C-124 for the turnaround trip to Berlin. Another landing at Tempelhof then the final leg of the day's mission . . . back to Mildenhall, landing at 11:30 p.m.

airlift statistics

As each of the activated Reserve C-124s arrived, a C-130 was released for return to Lockbourne AFB, Ohio. The last of the 16 aircraft arrived July 18.

As of September 19, the former Reservists had completed 180 missions, logging 2,688 hours in the air while airlifting 3,078 passengers and 2,508 tons of cargo. In addition to providing airlift support for the U.S. Air Forces in Europe (USAFE), the members of the 1648th participated in a joint exercise (*Deep Furrow*) conducted by the North Atlantic Treaty Organization. During the exercise, they flew airlift missions involving landings at a number of improvised airfields in Italy, Greece and North Africa.

In slightly more than a month after their arrival, the former Reservists proved their capability by passing a rigid Operational Readiness Inspection administered by active duty specialists assigned to USAFE.

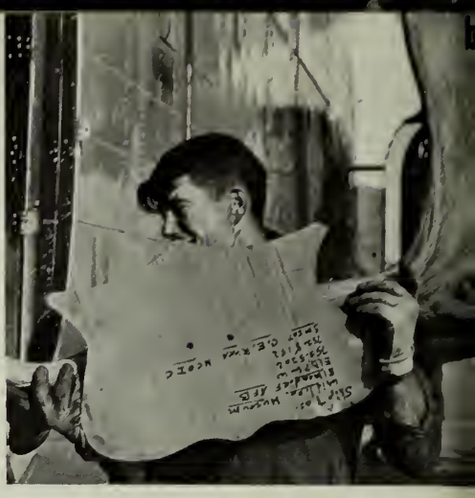
The ease with which the men of the 1648th took their place alongside their Regular Air Force counterparts is a tribute to their mobility, flexibility and capability.

And that—after all—is what the Air Force Reserve is all about.



a

Stay loose: . . . For nine 'hectic' days, the Hoosier Wing's aid to the Alaskan Command included: **a**/ *Dropping Army paratroopers over Ft. Richardson maneuver area . . .* **b**/ *Hauling unusual cargo such as these six-foot wide moose antlers destined for the Wildlife Museum at Elmendorf AFB . . .* **c**/ *Transporting tons of equipment and supplies to the remote Alaskan outposts.*



The nine 'hectic' days

Typical summer training?

Hardly: They flew over some of the highest mountains in North America . . . came within a hundred miles of the North Pole . . . made an emergency aeromedical evacuation flight . . . dropped Army paratroopers and made short-field landings on runways the size of a matchbox.

They are 42 Air Force Reservists of the 434th Tactical Airlift Wing, Bakalar AFB, Indiana. The trip took nine days and called for them to furnish tactical airlift support for the Alaskan Command. This included flying air transportation missions involving air drops and land operations for airborne forces and their equipment and supplies; providing medium range



c

movement of personnel and cargo; and, making aeromedical evacuation flights in and out of simulated combat zones.

They arrived September 9 and were flying paratroop drop missions the next morning. Their days started at 5 a.m. and usually didn't end until after dark.

In one day they airlifted the entire backlog of cargo destined for such remote places as Eielson AFB; King Salmon on the Alaskan peninsula; Galena AFS about 100 miles from the arctic circle; and, three crews flew supplies to Nome, a frontier city on the Seward peninsula.

One C-119 aircrew performed a mercy mission, airlifting a 12-year-old girl from Galena to Elmendorf AFB for emergency medical treatment. During the nine days they logged 41,800 ton miles and 91,872 passenger miles.

"Not one takeoff block time was missed," said Colonel Alfred Verhulst, the 434th commander, "a tribute to the 10 maintenance specialists who accompanied us."

Typical? Ask any Air Force Reservist.

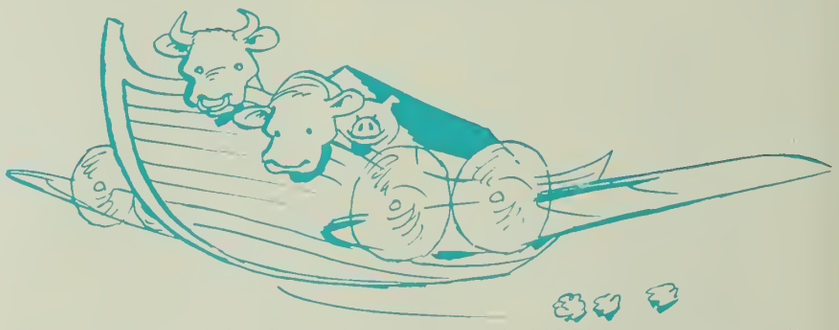
Modern day Noah's ark

That's loosely descriptive of the two C-124s used to haul 51 farm animals to Asuncion, Paraguay, this September.

The planes and crews were from Air National Guard's 137th and 138th Military Airlift Groups, of Oklahoma City and Tulsa, Oklahoma, respectively.

Dubbed operation *Air Ark,* the airlift for the livestock—21 bulls, 11 heifers, 15 pigs and 4 sheep—was arranged through the State Department. The animals were destined for a Mennonite colony at Filadelfia, Paraguay.

The *Globemasters* arrived at McConnell AFB, Kansas, September 14 and after considerable yelling and coaxing the reluctant cargo was loaded aboard and on its way. They were accompanied by a group of civilian handlers.



First stop was Miami, Florida, where the planes were cleared by U.S. Agriculture Department inspectors. Following an overnight stop at Zanderij AP, Surinam, the arks arrived at Asuncion where they were greeted by the U.S. ambassador, Paraguayan officials and the cargo's new owners.

The Air Guardsmen arrived home on September 21. They had logged 118,760 passenger miles and 56,908 cargo ton miles.

Meanwhile, in Alaska, Air Guardsmen of the 144th Air Transport Squadron found themselves in a similar role. Their C-123J *Provider* crews airlifted 22 bison and a number of musk-ox to various parts of the state.

Bulls, bison, or billy goats, you name it and the ANG will haul it!!

NEWS

Promotion board to select majors

Nonactive duty Reserve captains will be selected for promotion to major by a board convening December 2 at the Air Reserve Personnel Center in Denver, Colorado.

Captains must have a Promotion Service Date of June 30, 1963, or earlier, and a Total Years Service Date of June 30, 1956, or earlier.

Eligible officers may submit letters to the selection board under the provisions of Section 8362, Title 10, U.S. Code, and AFM 35-3, paragraph 60-3. Letters should be addressed to President, ResAF Selection Board, ARPC, 3800 York St., Denver CO 80205.

CAP 'saves' show increase over '67

Civil Air Patrol (CAP) search and rescue activities during 1968 have soared upward, according to recent statistics released by its National Headquarters.

The following, based on figures through August 25, compared with those of the same period last year (in parentheses), show the increased activity:

- Lives saved: 17 (7).
- Individuals assisted: 38 (19).
- Rescue missions: 266 (203).
- Sorties flown: 8,845 (7,440).
- Flying hours: 16,575 (13,425)

and,

- Aircraft involvement in emergency missions: 4,520 (3,279).

Increased use of mobile and fixed communications also was recorded.

National commander for CAP

Major General Walter B. Putnam, USAF (ret.), was returned to active duty to serve a special tour as national commander of Civil Air Patrol, Maxwell AFB, Alabama.

He filled the position November 1, following the retirement of Brigadier General William W. Wilcox, former commander.

As national commander, General Putnam is the chief executive officer of the non-profit civilian corporation dedicated to air search and rescue. In addition, he serves as commander of CAP-USAF, a military unit composed of active duty Air Force officers, airmen and civilians.

Air Guardsmen win eleven photo awards

Ten Air National Guardsmen were among winners in the National Guard Bureau / National Guard Ass'n. 4th annual Photo Contest.

Color competition: Senior Master Sergeant Howard Belles (140th Tactical Fighter Wg., Denver, Colorado); Master Sergeant Chistopher McPherson (146th Support Sq., Van Nuys, California); Captain Edward Lee (187th Tactical Reconnaissance Gp., Montgomery, Alabama) won in two color categories; Captain James Delaney (118th Military Airlift Gp., Nashville, Tennessee); Major William Bundy (145th Military Airlift Gp., Charlotte, North Carolina); and, Sergeant Ronald Sevagian (163rd Combat Support Gp., Ontario, California.)

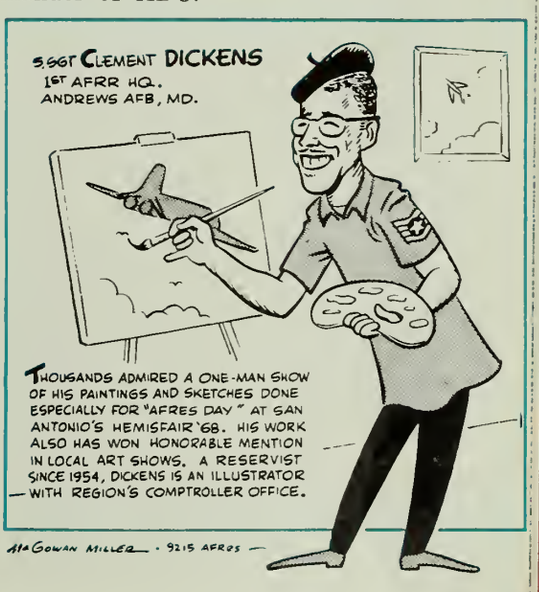
Black and white category: Master Sergeant John McHugh (103rd Fighter Gp., Bradley Field, Connecticut); Technical Sergeant Kenneth Scheider (153rd Military Airlift Gp., Cheyenne, Wyoming); Technical Sergeant Edward Fernez (105th Military Airlift Gp., White Plains, New York); and, Airman First Class David Port, Warwick, Rhode Island.

PEOPLE

"Professional skill and courage" earned the *Air Medal* for Major Mary L. Obriotti, flight nurse, and Sergeant Joe S. Cortez, medical technician, mobilized Reservists of the 34th Aeromedical Evacuation Squadron. They distinguished themselves while aboard a crippled C-141 over the Republic of Vietnam by preparing the patients for a possible ditching which, fortunately, was not neccesary. ◇ ◇ ◇ "Move the cows so I can take-off." That was a problem when Lieutenant Colonel Robert H. Foehl first joined the 103rd Observation Squadron in 1926, the unit, which later became the Air National Guard's 111th Military Airlift Group. He was flying the JN-4 (*Jenny*) from a cow pasture that is now Philadelphia IAP. Colonel Foehl retired in September saying, "I had a wonderful life with the Air Guard and I've enjoyed every moment of it."

Colonel Elkins Read Jr., has taken over command of the Fourth Air Force Reserve Region, Randolph AFB, Texas. He succeeds Colonel John R. Maney who retired September 30. Colonel Maney was presented his second *Legion of Merit* by Major General Leo F. Dusard Jr., vice commander of Air Training Command, for his outstanding contributions to the Air Force Reserve Program. ◇ ◇ ◇ The Air National Guard has a man who flies like a bird. He is Captain Karl Striedieck, Otis AFB, Massachusetts, who recently broke the world's soaring record by gliding 476.7 miles. ◇ ◇ ◇ Air Force Reservist, Lieutenant Colonel Albin H. Schweers, Headquarters Tenth Air Force, has been burning the candle at both ends. During the past two years he completed more than 600 hours of correspondence courses. It involved reading 80 booklets, eight books, completing eight and writing four theses of more than 4,000 words each. His efforts were rewarded with a diploma from the Air War College.

Air Guardsmen of the 144th Fighter Group, Fresno, California, recently received a pat-on-the-back in the form of the *Aerospace Defense Command "A" Award.* It is presented annually to a unit demonstrating sustained high standards of operational effectiveness. Lieutenant Colonel George Middleton, 144th commander, accepted the award for his unit from Major General James C. Jensen, vice commander of ADC.



Help Wanted

KEY	UNIT
1.	2nd Air Postal & Courier Gp., Alameda, California 94505
2.	32nd Maintenance Sq., McClellan AFB, California 95652
3.	4th Military Airlift Spt. Sq., Travis AFB, California 94535
4.	420th Medical Service Flt., McCoy AFB, Florida 32812
5.	472nd Medical Service Flt., Moody AFB, Georgia 31602
6.	26th Medical Service Sq., Chanute AFB, Illinois 61866
7.	Hq. Military Airlift Command, Scott AFB, Illinois 62225
8.	425th Medical Service Flt., Barksdale AFB, Louisiana 71110
9.	402nd Medical Service Flt., Otis AFB, Massachusetts 02542
10.	19th Medical Service Sq., Otis AFB
11.	510th Medical Service Flt., Whiteman AFB, Missouri 65301
12.	444th Medical Service Flt., Griffiss AFB, New York 13440
13.	109th Military Airlift Gp., Schenectady Co. AP, N.Y. 12301
14.	460th Medical Service Flt., Pope AFB, North Carolina 28308
15.	119th Ftr. Gp., Box 5536, State U. Station, Fargo, N. D. 58102
16.	33rd Medical Service Sq., McGuire AFB, New Jersey 08641
17.	4th Maintenance Sq., Wright-Patterson AFB, Ohio 45433
18.	443rd Medical Service Flt., Adair AFS. Oregon 97330
19.	7th Maintenance Sq., Hill AFB, Utah 84401
20.	505th Medical Service Flt., Ellsworth AFB, South Dakota 57706
21.	496th Medical Service Flt., Bergstrom AFB, Texas 78743
22.	473rd Medical Service Flt., Goodfellow AFB, Texas 76901
23.	175th Fighter Gp., 2701 E. Blvd., Baltimore, Maryland 21220

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade positions available. For information, write direct to the unit using the address given.

Officer

Administrative: (Lt.) 23.
Aircraft Maintenance: (Capt.) 2.
Civil Engineer: (Capt.) 23.
Dental: (Maj.) 11.
Data Automation: (Capt.) 23.
Flight Nurse: (Capt.) 13.
Flight Surgeon: (Maj.) 13.
Intelligence: (Capt.) 7.
Management Anal.: (Capt.) 23.
Medical: (Col.) 6. (Maj.) 4, 5, 9, 10, 12, 15, 16, 20-22.
Nurse: (Lt. Col.) 6. (Capt.) 5, 8-11, 13, 18, 20, 22, 23. (Lt.) 4.
Personnel: (Capt.) 23.
Pilot: (Capt.) 13, 23.
Supply: (Capt.) 23.
Supply Service: (Capt.) 3.
Transportation: (Capt.) 23.
Veterinary: (Maj.) 20-22.

Airman

A/C Accessory Maint.: (MSgt.) 2. (TSgt.) 17, 18.
A/C Maint.: (TSgt.) 16. (SSgt.) 2, 3.
Arm. Sys. Maint. & Opns.: (SSgt.) 19.
Education & Trng.: (MSgt.) 1.
Medical: (MSgt.) 10. (TSgt.) 11, 16, 18, 20. (Sgt.) 21.
Metalworking: (SMgt.) 17. (MSgt.) 2. (SSgt.) 19.
Pers.: (SMSgt.) 1. (SSgt.) 3.
Small Arms Instr.: (SSgt.) 13.

ANG Technician

(*Missile Guidance Tech., NGW-11*) 15. 31651L.
(*Flying Trng. Instr., NGC-12*) 23. 1045, 1055, 1115A, 1115Z, 1435, 1416.

Civil Air Patrol

The Puerto Rico Wing, CAP, has vacancies for Reserve Assistance Officers in Puerto Rico and the Virgin Islands. Write USAF-CAP-LO Box 50, Navy Station, San Juan, P.R. 00932



When does the next major to lieutenant colonel selection board meet? ◇ ◇ ◇ The next one is scheduled to convene at the Air Reserve Personnel Center February 3, 1969. A Promotion Service Date of June 30, 1963 or earlier, and Total Years Service Date of June 30, 1949 or earlier, is required. (AFM 35-3)

I was discharged from the Air Force after 4 years of active duty. Am I eligible to participate with an active Reserve unit? ◇ ◇ ◇ Yes, provided you were not separated under conditions that would prohibit your assignment. You are encouraged to add your skills to the Air Reserve Forces Program. To volunteer, contact units in your area or write to the Air Reserve Center, Attn: RPCR-2. (Air Force Manual 35-3)

Is there a program for the voluntary recall of Air Reserve Forces officers to extended active duty in career Reserve status? ◇ ◇ ◇ Yes. However, only pilots are being recalled at this time. Members assigned to units may apply through channels to the Air Reserve Personnel Center, 3800 York Street, Denver, Colorado 80205. (See AFR 45-26) Members of the Residual Reserve Forces may apply directly to the Center.

I entered the Air Force January 15, 1954 and was released May 2, 1958. I had an eight year obligation, therefore my actual discharge date was January 14, 1962. Does my inactive Reserve time (1958 to 1962) count for retirement purposes? ◇ ◇ ◇ No. In order for a year to be creditable for Reserve retirement you must accrue a minimum of 50 points (35 earned, 15 gratuitous) in each retirement year. (Section 1331, Title 10, US Code and Table 9-1, Section 11, AFM 35-37)

Is a Reservist paid at the rate of pay in effect on the date his retired pay starts or on the rate of pay that was in effect when he was assigned to the Retired Reserve? ◇ ◇ ◇ Retired pay is computed on the basic pay scale in effect on the date when retired pay commences. (Sec. 1401, Title 10 USC)

I was commissioned after prior enlisted service. Am I entitled to wear the ribbons I earned as an airman? ◇ ◇ ◇ Yes, AFM 35-10 states that all authorized ribbons will be worn.

Can Reserve airmen apply for direct appointment as a commissioned officer? ◇ ◇ ◇ Yes, under the Deserving Airman Commissioning Program. It applies to prior service airmen actively participating in a *Ready* Reserve unit or *Mobilization* position. College graduates are given priority. Implementing instructions are soon to be distributed to all of the commands concerned.

I enlisted in the Air National Guard on January 15, 1953 and transferred to the Air Force Reserve in 1960. I have never served on extended active duty, but am earning retirement points through the Reserve program. Will I be eligible for retired pay at age 60 if I complete 20 years of satisfactory Federal service solely through Reserve participation without performing extended active duty? ◇ ◇ ◇ Yes. The law stipulates that no person who, before August 16, 1945, was a Reserve of an Armed Force, or a member of the Army without component, except a regular component, is eligible for retired pay unless he performed extended active duty during World War I, World War II or the Korean Conflict. Since your military career began after August 16, 1945, the active duty requirement does not apply. (Sec. 1331, Title 10 USC & AFM 35-7)

NGA CONCLAVE (68)

"I NEED and depend heavily on the Air National Guard to assist in our mission . . . we are proud to have such able professional airmen in our command."

This is what Lieutenant General Arthur C. Agan, commander, Aerospace Defense Command, told the almost 3,000 attendees at the National Guard Association Convention, Hot Springs, Arkansas, Oct. 7-10.

Other speakers included:

The Hon. Townsend Hoopes, under secretary of the Air Force; "Air Guard pilots not on active duty fly more than half of all ADC intercept missions."

General Raymond J. Reeves, commander in chief, North American Air Defense Command; "As the Regular forces were taken away from the line, National Guard units were moved in to plug the gaps."

Major General Winston P. Wilson, chief, National Guard Bureau; "Today we pay tribute to Air Guardsmen who are mounting combat operations in Vietnam that match the best of the active force."

General Wilson and Major General Charles H. Dubois Jr. were awarded the NGAUS *Distinguished Service Medal* in recognition of their exceptionally meritorious service.

Four Air National Guard units were cited by NGAUS for maintaining an exceptionally high state of operational readiness through the year.

The 133rd Military Airlift Group, Minneapolis, Minnesota, was awarded the *Spaatz Trophy* as well as being named the most operationally ready ANG unit in the Military Airlift Command. Other ANG units receiving plaques: the 187th Tactical Reconnaissance Group, Montgomery, Alabama (Tactical Air Command); the 142nd Fighter Group, Portland, Oregon (Aerospace Defense Command); and, 187th Communications Flight, Montgomery, Alabama (Air Force Communications Service).



These units were recipients of operational readiness awards at National Guard Association convention:
a/ *133rd MAGp. C-97G flies airlift mission over St. Paul, Minn.*
b/ *142nd FGp. MSgt. R. Dahm assists Capt. B. Freeman prepare for F-102 air defense sortie.*
c/ *187th TRGp. SSgt. W. Saville (1) and MSgt. W. Ingalls unload reconnaissance film from RF-84F. Pilot is 1st Lt. R. Clark.*
d/ *187th Comm. Flt. MSgt. H. Hall runs circuit check of communications system.*







reserve camera

- teamwork
- ANG's day
- secretary briefed
- airmen's spokesmen



Family affair: During 15-day tour at Maxwell AFB, Alabama, Capt. Clifford Spencer gave legal assistance while wife Rita, a 2nd Lt., served as nurse with 512nd Medical Service Flight.



Texas Governor John B. Connally proclaimed Sept. 21, 1968 as 'Air National Guard Day' at San Antonio's 'HemisFair.' Accepting the proclamation is Brig. Gen. I. G. Brown, asst. chief NGB for Air.



During tour of Okla. ANG, Hon. Ernest Massad, dep. asst. secy. of Defense, is briefed by Brig. Gen. Doyle Hastie, comdr., 137th MAWg., on global MAC routes flown by Air Guardsmen.



The 908th Tactical Airlift Gp. 'Airmen's Advisory Council' met recently at Brookley AFB, Ala., to assist unit commander establish enlisted policy guidelines. (l-r) MSgts. M. Audry and C. Cobb; Sgts. D. Blackman and J. Nicholson; CMSgt. H. Holmes; Amn. D. Partain; Sgt. B. Keller; MSgt. J. Ashworth; Sgt. W. Ponder Jr.; Amn. G. Blackwelder; and SSgt. L. Phelps.

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news



The Air Force Reserve has a new command shield and emblem. It replaces their old insignia.

The background and lettering are Air Force blue. The vertical wings are golden yellow, joined at the base by a white star with a red center. The American bald eagle is in natural colors. In the eagle's beak is a green olive spray, the traditional symbol of peace.

Hollywood, look to your laurels!

Air Guardsmen and Reservists have turned actors.

Two pictures—*Air Force Reserve—Ready Now* and *The Air Guard In GEEIA* are in production.

The National Guard Bureau-Public Affairs production is a 14-minute color documentary film report about GEEIA (Ground Electronics Engineering Installation Agency). Filming is taking place at Griffiss AFB, New York, and Puerto Rico.

Guardsmen are shown assisting GEEIA accomplish such communications projections as *Operation Fast Race* in France (1966-67)

The movie, titled *Air Force Reserve—Ready Now,* has been filmed at Travis, March, Ellington, Robins, Homestead Air Force Bases and the Air Reserve Personnel Center.

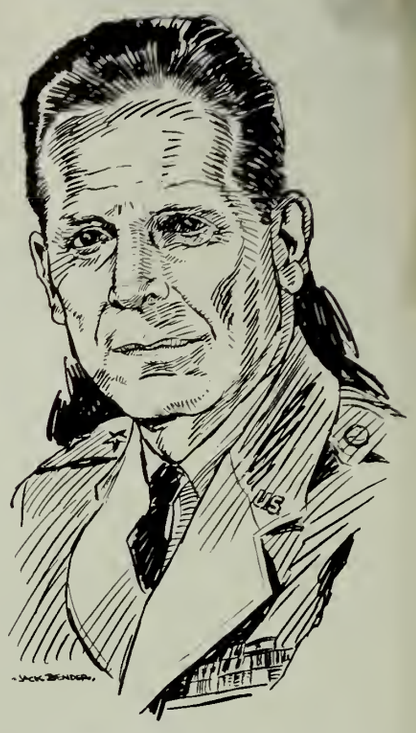
The picture portrays primary missions of the Reserve Forces, including airlift of passengers and cargo, handling of mail, and aeromedical transport of patients.

Policy board gets new executive

Major General John S. Patton (Air Force Reserve) has been ordered to extended active duty to serve as executive officer of the Reserve Forces Policy Board. He also will be military advisor to the chairman of the board, Mr. John Slezak. The general succeeds retired Major General Ralph A. Palladino (Army Reserve).

The appointment becomes effective January 6, 1969. General Patton previously held a mobilization assignment with the Directorate of Concepts, Doctrine and Objectives, DCS/Plans and Operations, Headquarters USAF. He is the first Air Force officer to hold the position.

The 21-member Reserve Forces Policy Board is the principal advisor to the Secretary of Defense on matters pertaining to the reserve components.



Associate unit replaces regulars

The Air Force's 17th Military Airlift Squadron at Charleston AFB, South Carolina, is scheduled to be deactivated. In its place, an Air Force Reserve associate unit (943rd Military Airlift Group) will be established.

Under the associate concept, the Reservists will fly and maintain C-141s in association with the Air Force's 437th Military Airlift Wing, at Charleston.

General John P. McConnell
Chief of Staff, United States Air Force

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William J. Turner

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STAFF WRITERS / TSgt. Ken Rominger
TSgt. Gene Spooner

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the air reservist
OFFICIAL MAGAZINE OF THE AIR RESERVE FORCES
Vol. XX—No. 10 Dec. '68/Jan. '69
Air National Guard Air Force Reserve
Civil Air Patrol



Our Cover: The black and white winner in NGB's '68 photo contest. Taken by Sp4 Fred Comegys, it highlights a crew chief working on a C-97 of ANG's 166th MAGp.

Change of Address

AFRes: Members assigned to a unit, notify the Consolidated Base Personnel Office (CBPO) servicing your unit. Those not assigned, submit changes to: Air Reserve Personnel Center (RPCF-4), 3800 York St., Denver, Colorado 80205. If in a pay status, they also must notify: Air Force Accounting and Finance Center (ALRR), at the same Denver address.

ANG: Submit changes to unit CBPO. Include name, grade, service and Social Security numbers with all correspondence.

Do not send changes to The Air Reservist.

Address magazine correspondence, including material for publication, to: Editorial Office: The Air Reservist, P.O. Box 423, Bolling AFB, D.C. 20332.



Sgt. J. Toth prepares 250-pound bombs for Ohio, Indiana, and Hawaiian Air Guardsmen flying close air support in operation "Commando Elite 1." An article will appear in the February issue.

Air National Guard in Hawaiian exercise

Commando Elite II—a follow-up exercise to *Commando Elite I*—is scheduled to begin on January 11 and to end on February 9, 1969. About 60 members of the 102nd Tactical Fighter Group, Otis AFB, Massachusetts, will participate in this, the second phase of the Air Guard's air support and firepower demonstrations for the U. S. Army's jungle warfare training program at Pohakula Training Area on the Island of Hawaii.

Ten pilots and four spares, about a dozen mechanics, four four-man armament load crews, and shop specialists will be utilized.

Outstanding achievement by Reserve airlift unit

An aircrew of the 512th Military Airlift Wing logged the unit's 100,000th accident-free flying hour during a return flight from Tachikawa AB, Japan. This is the first Air Force Reserve C-124 unit to accomplish this achievement.

Brigadier General John W. Hoff, commander of the 512th, piloted the *Globemaster* during the flight.

The Wing was honored at its headquarters at Carswell AFB, Texas, with the presentation of the *Air Force Outstanding Unit Award* by Major General Rollin B. Moore, Jr., commander of Air Force Reserve. Lieutenant General James Wilson, vice commander of Military Airlift Command (MAC), presented a Recognition of Achievement Award, and Congressman Jim Wright of the Twelfth District of Texas, awarded the Reserve Officer's Association Certificate of Outstanding Accomplishment. Also, the Air Force Association gave a certificate in recognition of the 512th's flying safety program.

The unit flying safety record began with the delivery of the first *Globemaster* on January 5, 1961, to the then-designated 77th Troop Carrier Squadron based at Donaldson AFB, S. C. The C-124 record includes flights to far-flung areas that include Europe, Asia, Alaska, South America, and Australia.

Jet flying hospital for aeromed group

An Air Force Reserve Aeromedical Airlift Group (associate), the first of its kind, will be formed at Scott AFB, Illinois, to train with and augment an active duty unit equipped with the new C-9A *Nightingale* jet flying hospital.

The 932nd Military Airlift Group at Scott, currently equipped with C-124 *Globemaster* transports, will be redesignated the 932nd Aeromedical Airlift Group and will utilize the C-9A Airborne Ambulance and other equipment of the 375th AAWg., at Scott.

The C-124 aircraft of the 932nd will be phased-out. The conversion will take place next summer.

Commenting on the forthcoming action, Major General Tom E. Marchbanks Jr., Chief of Air Force Reserve, said, "The addition of the new C-9A associate unit mission is another positive step forward in the modernization of Air Force Reserve capability. This new program will provide realistic training for Reservists in first-line Air Force aircraft working alongside members of the active force."

The new C-9A group will include an aeromedical airlift squadron, a materiel squadron, and a support squadron. Reserve flying and medical crews will transition to the C-9A and join their active duty counterpart in flying aeromedical evacuation missions as all Reserve crews or with crews which include active duty personnel.

The new group will consist of 48 Air Reserve Technician (civil service) and six civilians and will call for Air Force Reserve personnel to include 88 officers and 268 airmen.

The reorganized 932nd will continue to support requirements of the Military Airlift Command which will operate the twin jet C-9As on domestic air routes.

See NEWS page 12

The 512th MAWg., is the first AFRes C-124 wing to log 100,000 accident-free hours. (l-r) Brig. Gen. J. Hoff, Maj. W. Widdows, Capt. J. Leonhardt, MSgt. L. Short, TSgt. E. Blanchard, Maj. F. Gray, Lt. Col. J. Haltom, TSgt. J. Kelly, and Sgt. K. Clark.



Chapar



Chaplain (Capt.) John M. Pope visits PFC Paul W. Jarvis, a hospital patient.



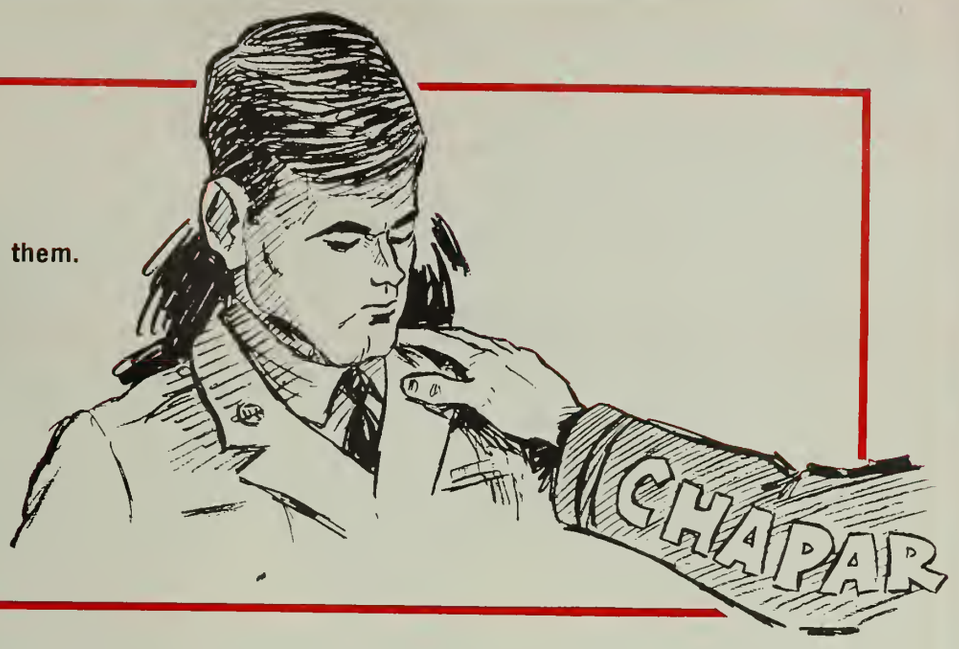
Chaplain (Capt.) James V. Lyles gives personal counseling to active duty airmen.





Chaplain (Capt.) Morris L. Rubenstein conducts a religious discussion group.

He listens to your problems. Then he does something about them. Who is he? Most likely, he's the Air Force Reserve Chaplain Area Representative (CHAPAR).



by Capt. Joseph J. McDonough
Dir., Public Information, AFRES

THE chaplain is an important member of the Air Force team. He provides spiritual guidance for the serviceman and his family . . . he is their minister, their counsellor and a friend to whom they can turn in time of need. His duties encompass far more than conducting worship services on the Sabbath.

Since the program was established, CHAPARs have conducted worship services for almost 20,000 members of the military and their dependents; held 382 special services such as baptisms, marriages and funerals; made 1,657 pastoral visits to bases, homes, and hospitals; gave 1,103 personal counsellings on moral, religious and family matters; handled 124 referral cases; and sponsored 61 various-level religious conferences.

The CHAPAR program was established in August 1966 at the request of Air Force Chief of Staff General John P. McConnell. Directed by Command Chaplain (Colonel) John M. Hughes, Air Force Reserve (AFRES) headquartered at Robins AFB, Georgia, the program has proved its worth many times over and fulfilled the prediction of Major General Edwin R. Chess, Air Force Chief of Chaplains, that the program opens a new dimension in the ministry of the chaplain.

The keystone of the program has been the members devotion to God and the military service. Chaplain (Captain) John M. Pope, an assistant professor of religion at Northwest College, Kirkland, Washington, summarized it this way: "We have a calling to serve God. One of the greatest opportunities to fulfill this calling is service to one's country. As CHAPARs we can serve our country through ministry to the serviceman. . . . I think the program is certainly a challenging experience. . . . An opportunity to minister to those who have done so much for our country.

There are about 100 CHAPARs. —all of them ordained ministers, priests or rabbis. They make their most significant contribution as USAF's representatives in communities far from active duty military installations. They receive no pay for their services but do earn retirement points. All have served on active duty and many have seen service in combat zones. Some are experts in specialized fields such as training and administration.

Because of increasing demands placed on active duty chaplains by operations in Southeast Asia, CHAPARs provide welcome augmentation at the grass roots level all across the country. They often accompany casualty notification officers to provide ministerial assistance to the family of the victim. They also advise the family as to which military or civil agency can assist them in receiving survivors benefits and solving any problems induced by their loss. In addition, CHAPARs conduct burial and memorial services when requested.

How does the CHAPAR feel about his assignment:

Major Kenneth E. Dearstyne, a chaplain at the Veterans Administration Hospital at Coatsville, Pennsylvania: "This is the kind of program you can get your teeth into by making a practical contribution to the spiritual well-being of the Air Force members and their families."

Captain Gilbert Kollin, the only Jewish chaplain (Reserve or Regular) in the Denver-Omaha-Seattle triangle: "The CHAPAR program opens a new dimension for the utilization of ministerial skills. Through it, I can use my skills to serve both the military and the civilian communities. It is simply a matter of stewardship of service where needed."

Captain James V. Lyles, a minister-at-large with the Methodist Board of Evangelism, Nashville, Tennessee: "It has given me the opportunity to be a chaplain in the local community as well as minister-at-large for the church. I can serve my country in a military sense through CHAPAR, while also fulfilling the ministry in a civilian capacity."

The significance of having clerics-in-uniform available in communities far from an active duty base was stressed by Colonel Hughes, ". . . the presence of an Air Force chaplain dramatically portrays to servicemen and their families that the Air Force is earnestly concerned about them, and has deep compassion for their spiritual needs."

Major General Rollin B. Moore, Jr., AFRES commander, summed up the importance of CHAPAR's: "This program is not only meaningful to Reserve chaplains, but it has enhanced the image of the Air Force as well, by proving to be a tremendous force for good throughout the nation."

VOODOO MAGIC



A1C David Feltus, a photo interpreter with the 123rd constructs mosaic from photos.



This FAA radar station on the island of Perico was a target for 192nd "Voodoos."



A 165th RF-101 gets a pre-flight maintenance check before "Cool Optic II" mission in Alaska.

VOODOO magic . . . a 20th Century art of the 123rd Tactical Reconnaissance Wing.

This skillful sorcery is the job of these Air National Guardsmen now on active duty at Richards-Gebaur AFB, Missouri. They call it aerial photographic reconnaissance and it's done with their RF-101 *Voodoo* aircraft.

The 123rd's black and white magic is much in demand. Its men and aircraft go where needed. Recent examples were photographic missions *Cool Optic II* in Alaska, *Coronet Sombrero* in the Republic of Panama, and a job for the 5th Air Force in Japan.

south of the border

Cool Optic II was accomplished by the wing's 165th Tactical Reconnaissance Squadron, while at about the same time the 192nd Tactical Reconnaissance Squadron was carrying out the first phase of *Coronet Sombrero,* and the 154th Tactical Reconnaissance Squadron was handling assignments for the 5th Air Force in Japan.

In addition to the flying squadrons augmenting USAF, the wing's 123rd Reconnaissance Technical Squadron, Little Rock, Arkansas, provided its own brand of magic for the Tactical Air Command.

With its modern photographic laboratory and photo intelligence sections, the unit is equipped to provide extensive interpretation and analysis of aerial photos. The squadron's mission is to immediately process and reproduce photographs, interpret and analyze film; and submit intelligence reports based on their findings.

During November, one of those flying units—the 154th Tactical Reconnaissance Squadron—was preparing to head back to the United States after completing four months of augmenting the 5th Air Force in Japan.

Flying out of Itazuke AB, the former Air Guardsmen from Little Rock AFB, Arkansas, contributed to the 5th's mission by gathering vital aerial intelligence information for evaluation by photo interpreters at the headquarters.

Before they left, Lieutenant General Thomas K. McGehee, commander, 5th AF, stressed the significance of their support: "I wish to commend your entire squadron for its outstanding and professional performance as a part of the 5th Air Force. Your rapid deployment and immediate operational readiness aided immeasurably in providing a more effective combat posture in the Western Pacific."

When the 154th pulled out of Japan, the 192nd immediately stepped in to take over the mission. Prior to that (August), the the 192nd's pilots were on the other side of the world taking part in an operation called *Coronet Sombrero* in Panama.

Their assignment: Supplement the U.S. Air Forces Southern Command's photographic and general reconnaissance capabilities, flying missions for the Air Force, Army, and other U.S. Government agencies. They also carried out special projects for the Panamanian government.

Weather was an important factor during *Coronet Sombrero.* It rained almost every day they were there; however, with judicious selection of targets and juggling schedules, they performed the required two assignments each day with only one exception.

Among the missions they performed were photographing Federal Aviation Administration facilities; Army gunnery ranges and parachute drop zones; and other training sites in the area.

In addition, they photographed community development programs in 32 districts of Panama City for the local government. The entire capital had to be filmed since the targets were scattered throughout the city.

meanwhile, up North

In mid-October, activated Air Guardsmen of the 165th took over the *Coronet Sombrero* mission. For many, it was a welcome change as it got them "in out of the snow." They had just completed a similar mission in Alaska: Operation *Cool Optic II.*

The Alaskan Air Command had requested photo assistance and the 165th got the assignment. The unit used Elmendorf AFB as its base of operations.

Twelve-hour work days were the rule as the men of the 165th waded into the backlog of work.

Despite unfavorable weather conditions over many of the target areas, the pilots flew all 15 strip mapping areas asked of them. Seventeen of the 18 jobs called for continuous coverage of wide areas; and 136 out of 146 were pinpoint objectives. Only six missions were scrubbed because of inclement weather. They photographed the Alaskan panhandle (the far southern part of the state) even though they had only two days of good weather in that area.

Among the major projects accomplished was to photograph the entire Alaskan section of the ALCAN Highway as well as other primary and secondary roads.

Typical scenery photographed by the 165th TRSq., during "Cool Optic II" in Alaska.



Cameras of the 165th exposed five miles of aerial photographs during the operation. They flew 133 sorties and logged 170 hours of flying time. Much of the credit for their excellent record of missions accomplished went to the maintenance crews who worked round-the-clock to keep the *Voodoos* airborne. At the end of each day most of the film requests were processed and on their way to the Alaskan Command headquarters.

Major General Thomas E. Moore, commander of the Alaskan Air Command, stressed the significance of their support: "*Cool Optic II* provided us with valuable information about one of the most strategic parts of our country. The 165th has done an outstanding job and made a great contribution to providing top cover for America."

training

education

reemployment

bonuses

insurance

THEY"VE DONE THE JOB

Now they're coming home.

They are the members of the Air Reserve Forces who were activated last year to provide the Air Force with additional strength to meet its worldwide commitments. On December 12, four units were released. They were: Air National Guard's 171st Aeromedical Airlift Group, Pittsburgh, Penna. and Air Force Reserve's aerial port squadrons . . . the 82nd, Travis AFB, California; 86th, McChord AFB, Washington; and 88th, McGuire AFB, New Jersey.

On December 20, three more units were deactivated: Two tactical fighter groups, 174th, Syracuse, New York, and 175th, Baltimore, Maryland and the 189th Tactical Reconnaissance Group, Little Rock AFB, Arkansas.

The remainder of the units still on active duty are scheduled to be released by June 30.

As a result of their active duty, these members have acquired certain benefits. They are guar-



SSgt. Steven Spinney of 86th Aerial Port Sq., helps A1C Jan Barlow, 62nd Aerial Port Sq., process a Vietnam bound passenger at Mc Chord AFB, Wash., prior to demobilization.



An active duty Sgt. (l) is processed out of Travis AFB by (r-l) A1C Michael Hughes, Jim Buchholz and SSgt. James Paddock of 82nd Aerial Port Sq. on last day of duty. The 82nd also processed cargo going to Vietnam.

anteed reemployment by the Selective Service Act of 1967 . . . may convert their Servicemen's Group Life Insurance . . . and are eligible for employment and training assistance, and educational benefits from Federal funds.

In addition, some states already have announced bonuses for veterans of the Vietnam conflict. They are Massachusetts, Connecticut, Delaware, Illinois and Louisiana.

Widows (and wives of totally disabled veterans) also will be eligible for education and training benefits. This is part of a new law effective December 1.

Air Force Reservists and Air Guardsmen desiring information may contact their local office of the Veterans Administration.

The units released on December 12 had supported the Military Airlift Command (MAC) while on active duty. General Howell M. Estes Jr., commander, MAC, praised their performance:

"All of us in the Military Airlift Command are proud to salute you members of the Air Reserve Forces who are leaving active duty today following a most outstanding and highly productive period of service as members of the MAC team.

"I have stated many times that we simply cannot accomplish the MAC mission without a vigorous and capable reserve establishment. The Air Reserve Forces must be prepared to support the Military Airlift Command in all types of contingencies. You were prepared and your performance as members of the active Air Force has been in keeping with the highest traditions of the Air Reserve Forces. Your families and employers should be proud of you today—just as all of us in MAC are.

"Congratulations to all of you for a job well done!"

The three Air Guard fighter units demobilized on the 20th, augmented the Tactical Air Command. General William W. Momyer, commander of TAC, expressed the value of their support.

"I wish to extend my personal thanks for your outstanding contribution to our fighting potential during your period of active duty. Your mobilization provided us with additional strength to meet our worldwide commitments during the heightened period of tension following the seizure of the United States Navy vessel Pueblo.

"The manner in which you became an integral, active part of this command has again demonstrated the professional attitude and capability of our Air National Guard. The capability of your organization will continue to be a factor in shaping and strengthening our total defense posture.

"Your sudden recall brought disruptions in family life and professional careers that are deeply appreciated by the nation."



AIC Neil Planzer (l) and Sgt. William Turnow of the 171st Aeromedical Airlift Gp., replace Military Airlift Command insignia on a C 121 indicating return to Air Guard status Dec. 12.



In behalf of 88th Aerial Port Sq's. outstanding service, Maj. Robert Swoger (r), comdr., 88th, accepts a plaque from MAC officials (l-r): Brig. Gen. John Herring Jr., Maj. Gen. William Brandon and Col. Sidney Maxwell at McGuire AFB, N.J.

LEARN TODAY- LEAD TOMORROW



THE future of the Air Reserve Forces depends upon you.

An exaggeration? Hardly.

At no time in history has there been a better equipped, manned and trained Air Reserve Forces. But, the Air National Guard and the Air Force Reserve of the future will demand even more highly trained and experienced people—and the leaders of tomorrow are on duty today.

Chances are you may be one of them. Your in-service training and education will be a determining factor.

The opportunities to broaden your education and proficiency are many.

everyone benefits

The USAF conducts the largest and most modern co-educational school system in the world—one that graduates hundreds of thousands of students annually.

During fiscal year '68, more than 20,000 Air National Guardsmen and Air Force Reservists took advantage of this opportunity to increase their knowledge. A like number will do so this year.

This training not only benefits the reserve components and the Regular Air Force, but also the individual. In becoming more proficient in his military specialty he increases his leadership qualities and improves his chances for promotion. In the case of many citizen-airmen, improving their military supervisory capability has a direct bearing on their performance in civilian occupations.

In 1910, the late Major General Benjamin D. Foulois, taught himself to fly the Signal Corps' only aeroplane—the hard way—by letters from Orville Wright. The cost of his flight training is unknown, but it was negligible when compared to that of today.

Last year, 145 Air Guardsmen were graduated from the 54-week undergraduate pilot training program at an estimated cost of $77,000 each. Another 320 took advanced pilot training.

The cost of training a nonprior service airman up to the time he reports to his unit is a considerable monetary investment.

Thus, the *need to know* is the significant factor in the selection of all trainees.

Here are some basics on eligibility, courses and guidelines.

In general, all *Ready* Reservists (ANG-AFRes), including mobilization augmentees in pay groups A through E, are eligible for the same training as active duty personnel. Detailed information and prerequisites are contained in the *USAF Formal Schools Catalog* (AFM 50-5), with additional guidance in ANGR 53-02 and in Chapter 45 of AFM 35-3. Soon to be published is a revision of AFM 53-1. It will contain chapters devoted to Air National Guard and Air Force Reserve professional military education requirements.

There are more than 1,200 courses, symposia and seminars listed in the *Schools Catalog.*

In addition to the Regular Air Force courses, the "Catalog" lists 22 short courses and seminars of from 5 to 13 days duration that are conducted specifically for Air Guardsmen and Air Force Reservists (see listing). It also outlines courses offered by the Army, Navy and other Federal agencies.

Reservists assigned to Category "A" units now are authorized to attend National Security seminars in a school tour (paid) status.

Applicants must meet the prerequisites for the courses. This includes possessing the proper AFSC listed in the catalog and having sufficient time remaining on present tour. For courses of less than 15 days, a Reservist must have at least one year remaining on his *Ready* agreement or obligation; for those of more than 15 days, he must have at least two years.

There are exceptions. Major commands may waive course prerequisites provided that the Air Guardsman or Reservist is required to use the acquired skills in his assigned position.

Also, attendance at basic technical courses is not authorized except when an individual was procured through the nonprior service program and did not attend such a basic technical

course during his initial six-months of training.

And, you must volunteer for the school. To do so, Air Force Reservists forward AF Form 1289, *Application for Active Duty Training,* to your commander. Air Guardsmen use NGB Form 65.

See your unit training officer for complete details.

ATC opportunities

The Air Training Command (ATC), with headquarters at Randolph AFB, Texas, is responsible for the majority of Air Force training. It provides basic military, flying, technical, field, specialty and certain professional training. ATC conducts courses at 16 bases within the U.S. and has 146 field training detachments at other bases and throughout the world.

the Air University

Second largest training command is the Air University at Maxwell AFB, Alabama, the professional education center for the Air Force. At Maxwell are the three major military educational institutions: Air War College, Air Command and Staff College, and Squadron Officers School.

The Air University also directs operations of the Extension Course Institute at Gunter AFB, Alabama, and the Air Force Institute of Technology at Wright-Patterson AFB, Ohio.

ECI provides the career development courses that are mandatory for most AFSCs. About 67,000 members of the Air Reserve Forces are enrolled in ECI's correspondence course program.

In addition to those listed, major commands offer a number of courses to Air Guardsmen and Reservists. They are designed for personnel required to use a particular skill in their assigned positions. Examples: Military Airlift Command's Civil Reserve Air Fleet navigator training, survival training, and NCO academy's.

The ANG now operates its own NCO Academy in Tennessee.

The opportunity to further your education and your career is there. It's up to you.

The key:
In-service training.
Take advantage of it!

The courses and seminars specifically for members of the Air Reserve Forces:

[They vary in length from five days to two weeks.]

Air University

Air Reserve Forces General (Sr.) Officers Orientation, and
Air Reserve Officer Orientation.

Air Training Command

Basic Military Training, Reserve (Six weeks)
Introduction to Automatic Data Processing, Applied to Intelligence. Survival, Evasion, Resistance and Escape. Multisensor systems. Basic Intelligence Processes (Reserve). 1410 FFS as Applied to Intelligence Production.
Basic and Advanced Refresher courses for Reserve Dentists.

Others

Reserve Orientation Course (Armed Forces Staff College).
Reserve Review Course (Special Investigations School).
Post Graduate Short Medical Course . . . Nuclear Science Seminar . . . JAG Field Grade Officer Refresher (U. S Army).
Scientific Seminars . . . Medical Aspects of Special Weapons . . . Medical Military Symposium (U. S. Navy).
Defense Strategy Seminar (National War College).
Office of Scientific Research Seminar (U. S. Air Force).
Defense Symposium on Strategic Intelligence, Reserve Components (Department of Defense).
Advanced Training in Sanitary Engineering and Communicable Disease Courses (Department of Public Health).
National Security Seminars (Industrial College of the Armed Forces) . . . Remaining seminars and dates for FY '69: Feb. 3-14 at San Diego, California; Mar. 3-14, Dallas, Texas; Apr. 14-25, West Palm Beach, Florida; and May 5-16, Columbia, South Carolina.



news from page 3

Extension Course Institute seeks your cooperation

The Extension Course Institute has a mail problem that you can help them eliminate.

Letters containing an individual's name as the first line of the address are considered personal mail and are undeliverable through official mail channels. Therefore, inquiries should not be addressed to persons by name. This often results in mail being routed to the addressee's home address or returned to the sender.

If you *must* correspond with someone familiar with an unusual problem, you may indicate the person's name on the letter or on the envelope in the following manner: ECI (name of individual in parenthesis), Gunter AFB, AL 36114.

Short Bursts . . .

The Air Force Reserve's 434th Tactical Airlift Wing, Bakalar AFB, Indiana, has completed a series of special free fall drop tests for the Tactical Air Command. The purpose of the test was to determine the trajectory of falling bundles from a C-119 flying at various altitudes from 100 to 1,000 feet. The free fall system eliminates the initial cost of the chute plus saves the cost of packing, rigging and recovering. ◇ ◇ ◇ Under a new Department of Defense program, the Thomas Jefferson Award for military journalists is replacing the American Heritage Awards. The contest begins January 1, and continues through November 30, of each year. All service newspapers may participate.

The Air Force Association again plans to honor the Outstanding Airmen of the Air Force. One airman from each major command separate operating agency, as well as the Air National Guard and Air Force Reserve (and their wives) will be invited to AFA's National Convention at Houston, Texas, March 18-21.

Army Guardsmen will train at the Air National Guard's NCO Academy at McGhee Tyson, Tenn., for the first time. Five senior NCO's, one from each Army Area, will take classes in NCO leadership training. They will be attending as part of a test program sponsored by NGB's Army Organization and Training Division. ◇ ◇ ◇ Four boards will meet at the Air Reserve Personnel Center, Denver, Colorado, to consider officers for advancement to Maj. Gen. and Brig. Gen. (Jan. 7) . . . promotion to permanent grade of Lt. Col. (Feb. 3-7) . . . 2nd Lt. review board (Mar. 3) . . . and a Lt. Col. promotion board meets Mar. 17-18.



Photo of a C-124 (459th MAWg, Andrews AFB) by Lt.Col. M. Kelman represents the AFRes in USAF's series of photos that relate air power to America's heritage.

PEOPLE

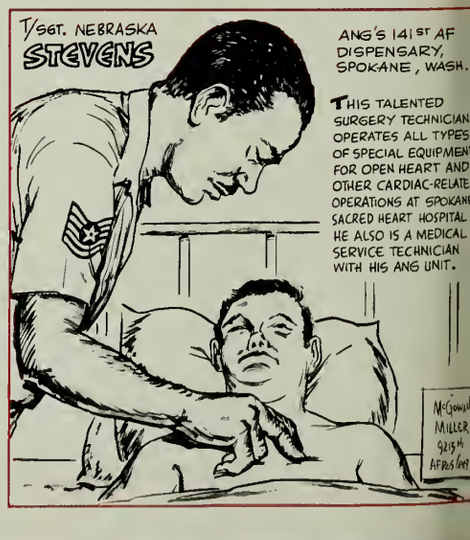
Recently assigned to the Liaison-Information Division, Office of Air Force Reserve, is Lieutenant Colonel C. L. (Chuck) Deare. A career-Reservist and former newsman, he arrived from Tachikawa AB, Japan, where he served three years as director of Information for the 315th Air Division. ◇ ◇ ◇

Things are a little quieter at Kelly AFB, Texas, thanks to Major Harold H. Blackshear. An Air Guardsman with the 149th Fighter Group, he designed a jet test and noise suppressor facility for use with J-57, F-102 jet engines. A prototype of the suppressor has been adopted by the USAF. The major received the Air Force Commendation Medal for his work.

Two Air Force Reserve officers instrumental in assisting thousands of blizzard-stranded *Hopi* and *Navajo* Indians and their starving livestock, last Christmas were honored guests at an annual celebration staged by the Indians on their Arizona reservation. They are Colonel Merle Larson, vice commander of the 452nd MAWg., March AFB, California, and Major James McAddo ◇ ◇ ◇ Major General Roy T. Sessums has been transferred from Headquarters Air Force Systems Command, Andrews AFB, Washington, D.C., to Robins AFB, Georgia, where he will take over duties as M-Day assistant to the commander for Headquarters Air Force Reserve

At Kunsan AB, Korea, SMSgt. William F. Bourne celebrated his 30th year of military service. Helping him were his sons, A1C Jerold and A1C Kenneth, and his nephew, A1C James H. Strassheim. All are former members of the activated 166th TFSq., Ohio Air National Guard, now in Korea.

The annual *Howard W. Kacy Flying Safety Award* has been presented to Major Richard Suhay, 113th Tactical Fighter Wing, Myrtle Beach AFB, South Carolina. The major was cited for saving his F-100C from crashing when it flamed out near Langley AFB, Virginia. ◇ ◇ ◇ Sergeant Gerald Kleczka of the 128th Air Refueling Group Gen. Mitchell Fld., has been elected to the Wisconsin State Assembly. ◇ ◇ ◇ Colonel Allan R. Scholin, AFRES, associate editor of *Air Force/Space Digest Magazine* for the past six years, has joined the U. S. Strike Command Public Affairs Office as a professional writer.



DOUBLE LIFE

EDWARD R. Slingland Jr., is a public relations consultant. He also lectures in journalism at the University of Nevada.

However, he lives another life—as a lieutenant colonel in the Air Force Reserve. He is assigned to the 9285th Air Reserve Squadron (CAP), Denver, Colorado, but works with Civil Air Patrol cadets in Nevada.

Other 9285th Reservists are providing professional advice to Civil Air Patrol units throughout the country. They supply their military skills and know-how to help CAP carry out its missions.

CAP, which observed its 27th birthday, December 1, is dedicated to public service. It is a civilian auxiliary of the Air Force. All its members are volunteers and all the services they perform are voluntary. They receive no pay, their only recompense being for the fuel and communications expenses they incur on missions authorized by the Air Force.

Each year, CAP accounts for some 70 per cent of all hours flown in air search and rescue work in the United States.

Last summer, 326 Air Force Reservists spent 5,700 man-hours assisting CAP. Some examples:

Colonel Slingland served as commander of the Cadet Leadership School at Reno-Stead Airport, Nevada, at which 300 cadets received training. He was assisted by 32 other Reservists.

you can help

There is a continuing need for Air Force Reservists to work with CAP in the Reserve Assistance Program. Thousands more are needed. Participants receive one point for each two hours participation, with a maximum of two points in any one day.

The program is open to all non-obligated Reservists, officer or enlisted men. If interested, write to the 9285th Air Reserve Squadron (CAP) at 3800 York Street, Denver, Colo. 80205. In addition you are encouraged to visit the commander of the CAP unit with which you wish to serve, or with the USAF-CAP region or wing liaison officer or Reserve Assistance Coordinator.

Judging by past performance, the Reservists will fulfill the need. Colonel Slingland—or men like him—will be there.

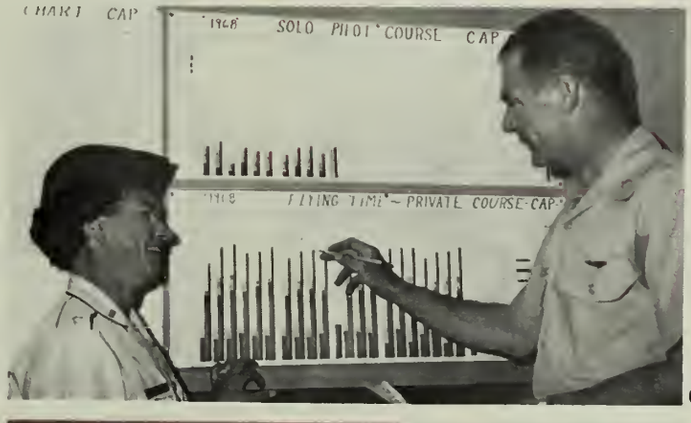


a

During last summer's CAP encampments, Air Force Reservists provided: **a**/ *administrative assistance to commanders . . .* **b**/ *medical check-ups and treatment . . .* **c**/ *supervision in training procedures and . . .* **d**/ *instruction in CAP's aerospace education program.*



b



c



d

Help Wanted

LEGEND: Opposite each specialty is a series of code numbers and grades. The numbers are keys to the list of units with vacancies. The grades indicate the highest grade positions available. For information, write directly to the unit using the address given.

KEY	UNIT
1.	514th Medical Service Flt., Beale AFB, California 95903
2.	32nd Supply Sq., McClellan AFB, California 95652
3.	24th Medical Service Sq., March AFB, California 92508
4.	42nd Medical Service Sq., Norton AFB, California 92409
5.	6th Military Airlift Support Sq., Norton AFB
6.	4th Military Airlift Spt. Sq., Travis AFB, California 94535
7.	413th Medical Service Flt., USAF Academy, Colorado 80840
8.	22nd Medical Service Sq., Andrews AFB, D.C. 20331
9.	459th Medical Service Flt., Dover AFB, Delaware 19901
10.	432nd Medical Service Flt., Tyndall AFB, Florida 32401
11.	472nd Medical Service Flt., Moody AFB, Georgia 61301
12.	481st Medical Service Flt., Chanute AFB, Illinois 61866
13.	26th Medical Service Sq., Chanute AFB
14.	36th Medical Service Sq., Chicago-O'Hare IAP, Chicago, Illinois 60666
15.	512th Medical Service Flt., Forbes AFB, Kansas 66620
16.	467th Medical Service Flt., McConnell AFB, Kansas 67221
17.	19th Medical Service Sq., Otis AFB, Massachusetts 02542
18.	434th Medical Service Flt., Selfridge AFB, Michigan 48045
19.	131st Tac. Ftr. Wg., Lambert Field, Missouri 63145
20.	493rd Medical Service Flt., Columbus AFB, Mississippi 39701
21.	28th Medical Service Sq., Offutt AFB, Nebraska 68113
22.	157th Military Alft. Gp., Pease AFB, New Hampshire 03801
23.	33rd Medical Service Sq., McGuire AFB, New Jersey 08641
24.	454th Medical Service Flt., Kirtland AFB, New Mexico 87117
25.	444th Medical Service Flt., Griffiss AFB, New York 13440
26.	109th Military Alft. Gp., Schenectady County, AP, New York 12301
27.	642nd USAF Dispensary, Hancock Fld., Syracuse, New York 13225
28.	429th Medical Service Flt., Stewart AFB, New York 12554
29.	460th Medical Service Flt., Pope AFB, North Carolina 28308
30.	4th Supply Sq. (Mbl. Spt.), Wright-Patterson AFB, Ohio 45433

Officer

Administrative: (Lt. Col.) 15. (Maj.) 12.
A/C Maintenance: (Capt.) 3.
Civil Engineering: (Capt.) 19.
Communications: (1st Lt.) 19.
Dental: (Capt.) 22.
Flight Nurse: (Capt.) 22, 26.
Flight Surgeon: (Lt. Col.) 22. (Maj.) 19, 22.
Flying Safety: (Lt. Col.) 19.
Fuels: (Capt.) 19.
General Surgeon: (Lt. Col.) 19.
Ground Safety: (Capt.) 19.
Intelligence: (Maj.) 19.
Medical: (Col.) 21. (Lt. Col.) 10, 20, 27. (Maj.) 1, 3, 4, 7, 9, 11, 13, 15, 16, 17, 22, 23, 24, 25, 28, 29. (Capt.) 8, 18, 20.
Medical Supply: (Capt.) 19.
Nurse: (Lt. Col.) 13. (Maj.) 9. (Capt.) 3, 11, 12, 15, 17, 21, 22, 26, 28. (Lt.) 4, 8, 10.
Personal Services: (Capt.) 19.
Pilot: (Capt.) 5, 26.
Veterinary: (Maj.) 9, 22, 28.
Weather: (Maj.) 19.

Airmen

Admin.: (SSgt.) 14.
Aerospace Control Systems Operations: (MSgt.) 6.
A/C Maintenance: (TSgt.) 5.
Communications - Electronics Systems: (TSgt.) 6.
Medical: (CMSgt.) 4. (SMSgt.) 14, 17. (MSgt.) 1, 3, 13, 15, 27. (TSgt.) 12, 23, 24. (SSgt.) 11. (Sgt.) 7, 16, 18.
Personnel: (SSgt.) 14.
Small Arms Instr.: (SSgt.) 26.
Supply: (MSgt.) 2. (TSgt.) 6. (SSgt. 30).
Transportation: (TSgt.) 2, 6.

ANG Technician

(Personnel Technicians, NGC-6) 19. AFSC 732XO.

Liaison Officers

Air Force Academy Liaison officers, captain through colonel, are needed to serve schools in Charleston, Dunbar, Logan, Hamlin, Athens, Hinton, Lewisburg, and Princeton, West Virginia, and the Eastern Kentucky area. Write Lieutenant Colonel Walter H. McNeil Academy Liaison Officer Coordinator, P.O. Box 2097, Pikesville, Kentucky 41501.

C-141 Positions

The 903rd Military Airlift Group (Associate), McGuire AFB, New Jersey, needs flight engineer technicians and aircraft maintenance specialists (AFSCs *A43570C and A43151E*). Positions are open for both Reserve personnel and full-time Air Reserve Technicians. Prior service and retired Air Force personnel qualified in these specialties are eligible. Interested personnel contact SMSgt. Danny T. Morrell or Lieutenant Clayton I. Bridges from 8 a.m. to 3 p.m., Monday through Saturday, at AC609 724-2100, Ext. 3389/3759.

I am an Air Force Reserve officer and have completed my military service obligation. When will I receive my honorable discharge? ◇ ◇ ◇ All appointments in the Air Force Reserve after July 9, 1952, were for an indefinite term. Discharge from an indefinite term appointment is not automatic. To resign your commission, you must obtain forms from the Air Reserve Personnel Center, Attn: RPCA-32, 3800 York Street, Denver, Colorado 80205. (AFR 45-42)

Will the recently enacted bill transferring Air Technicians of the Air National Guard to Civil Service status affect my retirement under the provisions of Title III? ◇ ◇ ◇ Transfer to Civil Service status as an Air Technician will have no effect on your Title III retirement. Requirements for retirement pay under Title III (codified as Section 1331, Title 10, U.S. Code) include completion of at least 20 years of satisfactory Federal service (the last eight of which must be served in a Reserve component), active duty during time of war or national emergency, and attainment of age 60.



What are the requirements for reenlistment in the Ready Reinforcement Personnel Section (RRPS)? ◇ ◇ ◇ For reenlistment in the RRPS, you must have earned a minimum of 15 points (exclusive of gratuitous points) during the last year of your enlistment and be otherwise qualified under Chapter 21, AFM 35-3. Eligible personnel are advised by the Air Reserve Personnel Center approximately 90 days in advance of expiration of enlistment that they may reenlist.

If I retire from Civil Service at age 55, would my pension be affected at age 60 when I become eligible to receive Air Force Reserve retirement pay? ◇ ◇ ◇ No, your pension would not be affected in any way at age 60 by virtue of also receiving Air Force Reserve retirement pay. (Section 1336, Title 10, US Code)

I recently was transferred to the Retired Reserve Section. Should I receive a new identification card? ◇ ◇ ◇ Continue to use your identification card, DD Form 2AF, Res, (red). If you do not have one, write to Air Reserve Personnel Center, Attn: RPCS-5, 3800 York Street, Denver, Colorado 80205. It entitles you to open mess membership (if authorized by the club's rules) and travel in USAF aircraft on a space available basis, within continental U.S. A DD Form 2AF, Ret, (gray) will be used when your retired pay begins at age 60. It will extend base exchange, commissary and medical privileges. (AFR 30-20 and AFM 35-7)

Can an Air Reservist or Guardsman with prior service volunteer for a 1 or 2 year tour of duty with an Air Reserve Forces unit presently on active duty in an overseas area? ◇ ◇ ◇ No. AFR 45-21 specifies that a qualified individual having an AFSC on the authorized list must volunteer for a 4 year tour. Applicants can indicate a preference for overseas; however, assignments will depend upon Air Force requirements.

Gen. Brown



Gen. Marchbanks



WHAT THEY SAY

[ACCEPT THE CHALLENGE! In these articles, Generals Marchbanks and Brown urge Air Force Reservists and Guardsmen to inspire their fellow Americans to display ". . . the loyalty and devotion our country deserves."]

by Brig. Gen. I. G. Brown
Assist, Chief, NGB for Air

I have enlisted the aid of Guardsmen throughout the United States in Operation *Patriotism,* a drive to reinstill respect and pride for our Flag and National Anthem.

While attending a football game in Knoxville, Tennessee, last October, I was appalled at the lack of respect shown during the playing of the *Star-Spangled Banner.* The spectators stood, but only half of them saluted the Flag properly. Late-comers continued on their way to their seats and vendors moved about.

Several nights later, while addressing members of Tennessee ANG's 134th Air Refueling Group, I challenged them to do something about the problem, particularly at such sporting events.

Lieutenant Colonel Robert Foster, unit commander, and his Air Guardsmen accepted. Operation *Patriotism* was born.

Sparkplugging the drive was Major John Ayres Jr., of the 134th, a Knoxville lawyer and former assistant district attorney.

All we ask is that people stop and pay respect to the Flag and listen closely to the words of the National Anthem or the Pledge of Allegiance.

Major Ayres was supported by local radio and television stations. Various civic, social and veterans organizations joined in. Their response was gratifying.

The movement is spreading to other states. The December graduates of the NCO Academy at Knoxville, Tennessee, were asked to carry the challenge back to their units and communities. The 56 sergeants from 24 states and Puerto Rico unanimously adopted Operation *Patriotism* and each has agreed to promote the campaign in his area.

Basically, people want to do right. . . . The prime problem is an ever-growing lethargy on the part of the great American public. These gentle reminders will spread throughout the minds of our wonderful American people.

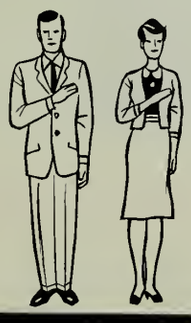
Operation *Patriotism* relates to this year's official Guard slogan—"Patriotism is alive . . . and living in the National Guard."

There are many ways to display patriotism. Opportunities are frequently presented when the American Flag passes or the National Anthem is played. Here are the proper ways to salute (Information extracted from AFM 50-14):

in uniform



civies without hat



with hat



by Maj. Gen. Tom E. Marchbanks Jr.
Chief, Office of AFRes

Our Air Force Reservists constantly demonstrate patriotism at its best. The very fact that they are Reservists makes them double-duty citizens—civilian members of communities participating in community affairs, and Air Force Reservists during training periods who are ready to respond to the Nation's call.

This dual acceptance of the responsibilities of citizenship automatically stamps Air Force Reservists as "flag wavers" in the highest sense of the term. Their method of "flag waving" is not the flamboyant, limelight - seeking type. Rather, it is the kind that is so representative of the qualities which made America great: Dedication, courage, determination, and the desire to give that extra effort to the duties of citizenship.

Although theirs is a subtle, generally unspectacular form of "flag waving", most of our people display their patriotism openly; and are not hesitant to do so on every appropriate occasion.

In today's world of conflict, turmoil, and dissent, there are those who consider patriotism "square" —an outmoded emotion of a bygone era. Some of these misguided individuals look upon desecration of the flag as a perfectly valid expression of the freedom which that very banner represents—and which has been preserved for them by generations of military men and women proudly serving under that flag.

Contrast the antics of the flag burners to the sincerity and purpose of the dedicated Reservists. Which group demonstrates the true qualities of America?

The answer, I believe, is obvious. Examine any Air Force Reserve unit and you will see a cross section of America—people from every trade and profession who are responsible, substantial citizens of their communities.

It seems to me that people such as these, acting individually, as well as in conjunction with their Reserve units, could form the vanguard of a much needed effort to reinstill the qualities of old fashioned patriotism among their fellow citizens.

I urge each Air Force Reservist to accept the challenge of renewing in his fellow Americans the loyalty and devotion which our great country deserves.

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reserve camera

- support to NASA
- a new tail
- Ready for ADC
- perfect score



Maj. Gen. Rollin B. Moore, Jr., (l), comdr., AFRES, renewed inter-agency agreement providing for AFRes assistance to NASA. (l-r), Col. J. Coward, Col. A. Moser and A. Verrengia, NASA space center official.



ANG's 149th Ftr. Gp., proved it is "ready" during a 3-day alert conducted by ADC. A security guard checks identification cards as mechanics enter Kelly AFB, Texas, flight line area.



SSgt. V. A. Nelson (w/stencil) and A1C J. J. Umina, replace the long familiar CAC letters with AFRES, on a 901st MAGp.'s C-121.



SSgt. Ivan Kelly (r), loadmaster with ANG's 102nd MASq., gets Achievement Award from Lt. Col. John Conley, unit comdr. for making perfect score on OJT Test.

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